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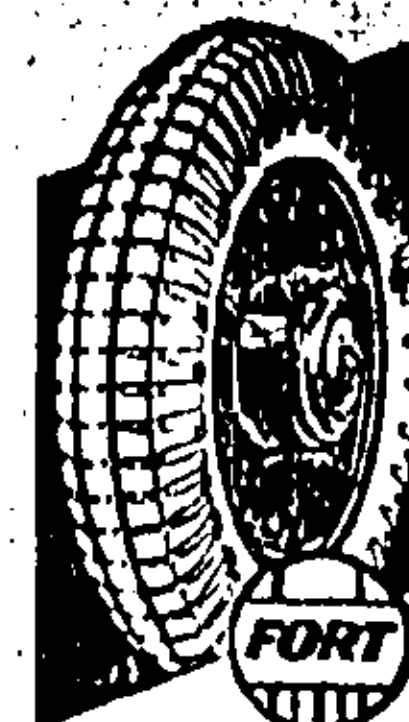
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SHANGHAI MAYOR'S COUNTER-DEMAND

CATASTROPHIC ERUPTION OF ACATENANGO.

THREE TOWNS
DESTROYED.

OMINOUS LACK
OF DETAIL.

New York, Jan. 22.

A terrible disaster has overtaken the little Central American republic of Guatemala, the scene of many great earthquake and volcanic catastrophes, according to a message from San Salvador, the adjacent republic.

At least three towns, Santa Lucia, Cotzumalhuapa and Antigua have been completely destroyed by the eruption of the volcano Acatenango.

A number of other towns are covered with dense clouds of smoke and falling ashes.

The fate of the town of Acatenango, 3,000 population, at the foot of the volcano is not known.

Antigua, which is 21 miles to the W.S.W. of Guatemala, the capital of the republic, was itself the capital until it was destroyed by an earthquake in 1773. It was then one of the most beautiful cities of America and had a population of about 60,000.

20,000 Population.

The new town which has arisen from the ashes, had a population of over 20,000. St. Lucia was also a large and thriving city.

There is a complete absence of further detail of the catastrophe, the number of casualties and so on. —*Reuter.*

SPAIN REVOLT ALARM.

CALCULATED
EXAGGERATIONS.

Madrid, Jan. 22.

Although effective steps have been taken to suppress the Communist rebellion in Catalonia, official quarters allege that the situation is serious, and that a general revolutionary movement has been fixed for Monday.

The official allegations, however, are not much credited.

The general opinion is that the Government is exaggerating the seriousness of the situation with a view to obtaining general support prior to action against the Church and the Jesuits. —*Reuter.*

TYPEWRITING ON THE 'PHONE.

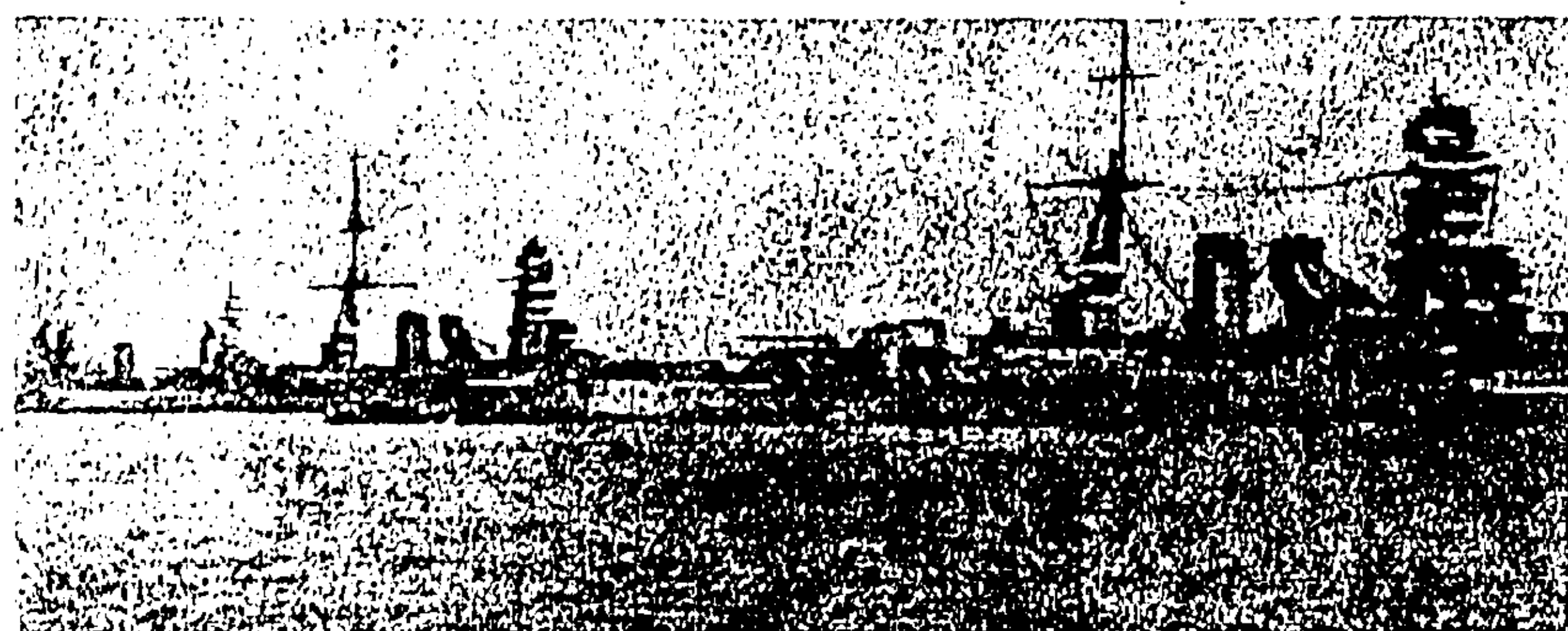
NEW INVENTION FOR
LONDON.

London, Jan. 22.

A remarkable new British invention, known as "The Teletypewriter Exchange Service," was described by the Postmaster-General, Sir Kingsley Wood, in a speech at Birmingham to-day.

He said that the new device would enable messages to be typewritten automatically between the offices of any two telephone subscribers who had teletypewriter machines installed.

The typist in one office would type a message and it would be printed simultaneously on both machines. It was hoped, he said, that the service would be available in London in the spring and to subscribers in the provinces by the summer. —*Reuter.*



Picture shows Japanese naval craft which have been partially mobilised in view of the grave situation in Shanghai. The battleship Nagato is seen on right.

THE SITUATION RIPE FOR GREAT FLARE-UP.

ALL POLICE UNDER ORDERS FOR "ZERO HOUR" TO-DAY.

(FROM OUR OWN CORRESPONDENT). SHANGHAI, Jan. 23.

THE CHINESE REPLY to the ultimatum delivered by Admiral Shiosawa, commanding the Japanese Fleet, is being delayed until the return of Mr. Wu Tieh-chen, the Mayor of Greater Shanghai, from Nanking.

The Japanese are in a highly inflamed state of feeling and are holding mass meetings daily. One of the Japanese monks injured by the Chinese mob on Monday has since died, adding fuel to the flames.

The Japanese insist that the demands must be met and if not that drastic measures must be taken. They will not be content with half-way measures, and no equivocation of any kind in the answer of the Mayor will be tolerated.

An aeroplane-carrier, a cruiser and four destroyers to supplement the 400 men despatched from Kure are expected to reach Shanghai to-day.

The whole of the Settlement Police Force is under orders to stand by at two o'clock this afternoon, the hour of the burial of Mr. Matsujuro Yunase, the Japanese who was killed after the burning of the San Yu Towel Factory.

Japanese merchants have made huge donations to the expenses connected with the funeral which is certain to be a big affair attended by the Japanese community en masse.

Japanese military men are patrolling the Eastern District of the Settlement.

FOREIGN CONSULS IN CONFERENCE.

The foreign Consuls, Municipal officials and the commanders of the various military forces in the Settlement commenced a conference this morning.

Unless drastic precautions are adopted, it is feared that rioting on a much more serious scale will develop. The situation is ripe for a huge flare-up at any moment.

The Chinese threaten that unless the Japanese are suppressed, they will refuse to pay the Municipal taxes.

Mayor Wu Tieh-chen has sent a protest to Mr. Murai, the Japanese Consul-General, demanding an apology for Wednesday's riots, the arrest and punishment of those responsible, compensation for the Chinese killed and injured, and a guarantee that a similar incident will not occur.

S.M.C. IN A DILEMMA.

(Special to "Telegraph.")

Shanghai, Jan. 23.

Considerable apprehension exists here in view of the rising Sino-Japanese antagonism due to the clashes of the past three days.

The Settlement authorities are in a dilemma as to how to quieten the Chinese, who are seething with resentment against Japan, and the Japanese, who are intensely irritated by the huge losses suffered owing to the boycott, and the failure of the Council to suppress the anti-Japanese organisations.

To-day, the Japanese have ten warships and a thousand Marines at Shanghai and the Cabinet decision at Tokyo to "take the most appropriate measures suitable to the situation," have given rise to fears that the Japanese may attempt to usurp the authority of the Settlement. —*Reuter.*

Shanghai, Jan. 22.

The Chinese Municipal Govern-

ment are enforcing martial law. The anti-Japanese Boycott Society held an emergency meeting this afternoon and resolved that a petition should be sent to the Nanking Government demanding the immediate severance of all relations with Japan. (Continued on Page 7.) —*Reuter.*

Marbella Seizure Sequel.

Captain and Two of Crew Detained.

A vigorous probing of the alleged activities of the luxury schooner Marbella, as outlined in the Telegraph this week, is now occupying the attention of the Hongkong police authorities, and three members of the European crew, including the captain, have been detained.

So far no charge has been made against them, but they are being held on the grounds, amongst others, of being undesirable aliens.

A WORLD CURRENCY.

STERLING BASIS
SUGGESTED.

London, Jan. 22.

A step towards the establishment of a world currency was suggested by Sir Basil Blackett, the well-known finance and currency expert, in a speech at Brighton to-day.

He pointed out that sterling could form an international currency used by a considerable portion of the world, including the British Empire, the South American and Scandinavian countries, Portugal, Egypt, Japan, etc., in fact, all countries which had been forced off the gold standard.

If these countries could agree to co-operate in trying to maintain the stability of the purchasing power of their local currency and the stability of exchanges with each other based upon sterling, there would seem to be a possibility of setting the world the example of a currency system providing all the advantages of the gold standard. —*Reuter.*

FUGITIVE SAVES CONSTABLE.

TURNES BACK TO
RESCUE.

LIGHT SENTENCE.

(Reuter's Special Service).

London, Jan. 22.

There was a most unusual incident in a West London Police Court to-day: the spectacle of the prosecuting counsel commending the prisoner.

It appears that the man in the dock was fleeing from the police, but returned in order to help an officer who was in grave danger.

Evidence was given to the effect that the prisoner was found lurking upon school premises. When a policeman surprised him, he fled across the roof.

The pursuing constable fell through and only saved himself by grasping a beam.

The prisoner returned and seized the policeman by the belt, supporting him until help came, and then continued his flight.

When he was arrested, he was found to be badly wounded in the hand.

In view of the circumstances, special leniency was shown to the prisoner, who had many previous convictions. He was sentenced to six weeks.

Ford Enters Baby Field.

A VEST-POCKET
MODEL.

Detroit, Jan. 22.

Mr. Henry Ford is entering the "baby car" market, according to a Michigan paper.

The report says that twelve Baby Fords have been secretly shipped to England.

They are under ten feet long, the bumper width is 55 inches and the height is fifty-three inches. The car has a four-cylinder engine, eleven inches long. —*Reuter's American Service.*

SHAVING BRUSH
DANGER.

HONGKONG SAFETY
PRECAUTION.

The following regulation has been made by the Governor-in-Council under the Importation and Exportation Ordinance:

"No person shall import for sale or distribution in the Colony any shaving brushes manufactured in or exported from Japan, unless such shaving brushes are accompanied by a certificate, to the satisfaction of the Director of Medical and Sanitary Services, that the same are free from anthrax infection."

INDIAN PARLEY
APPOINTMENTS.

TWO NAMES ADDED TO
COMMITTEE.

London, Jan. 22.

Sir Zulfiqar Ali Khan and Mr. Chintamani have been added to the Indian personnel of the Committee about to begin work in India in continuation of the discussions of the Round Table Conference. —*British Wireless.*

His Excellency the Governor has re-appointed, provisionally and subject to His Majesty's pleasure, the Hon. Sir Henry Pollock, K.C., to be an Unofficial Member of the Legislative Council for a further period of four years.

Bulls and Innors

From the Office Butts.

We notice that silver fell in London on Monday "both for spot and ready." This seems to suggest that nobody knows what the future has in store.

"Hongkong Share Market: To-day's Programme of Recorded Music." It's the unrecorded variety which would be more interesting.

"A.B."—Thanks for your yearly subscription. We regret, however, being unable to use your photograph. If we published every subscriber's picture, our pictorial Supplement would become a gallery of the Colony's leading residents.

We understand that the whale sighted off Cape D'Agulhar on Sunday was as big as a yacht. Or it may have been as long as a piece of string.

A Chinese who died in Shanghai left a hundred different clocks. Must have been some job winding up his estate.

We are now approaching the season when the Sweeps will be drawn—also the faces!

It seems that if one travels far enough east of Borneo one reaches Hollywood.

The Peak will soon be approaching the fore-end of the season.

Economists never tire of telling us that the present trade depression is due to the fall in commodity prices. Presumably when better times come, the necessities of life will be costly enough for everybody to buy.

(Consternation has been caused in Army circles by the proposal that new uniforms shall consist of plus-fours, gaiters, tennis shirts and low necked tunics).

Now for kit inspection! Make those plus-fours hide your knees!

That gaiter needs correction! Tunic collars not so stiff! Make them look more sporty.

Some of you look just as if 'The Army's something haughty. Gonna the day of poker backs. Of thumbs in line with seams. Now for negligee and slacks. And later on—face-creams. And when on guard, don't shoulder arms. But hold them at your pleasure. And cultivate sartorial charms. Pannaanade! Dismiss! at leisure! CYN.

Tramway Company shares are expected to boom now that the Hiking Association has really begun its activities.

A reader suggests that it's about time Mendelssohn's Songs Without Words were broadcast locally. Come to think of it, they'd be better than Songs Without Music.

"Musical chair" records are the latest innovation. Care must, however, be taken not to sit on the records instead of the chairs.

Might we describe jewellery catalogues as glitterature?

We're surprised that no-one has yet thought of referring to Father Christmas as "Ol' Man Giver!"

The best thing to cure sea-sickness is port!

A man at Home has collected no fewer than 20,000 used bus tickets. He must have been hiking a long time.

One of these days somebody will discover Queen Anne's death spot and ready. This seems to suggest that nobody knows what the future has in store.

Reader:—The "roaring forties" are the good time a man has before he is fifty.

"Make money at Home," says an advertisement. But look out the police don't hear about it.

£ S. where art thou?

In view of this Soviet timber controversy, it seems that those who fear an economic debacle do not believe in touching wood.

The Kowloon man who drank lemon juice in the dark for whisky, pulled a rye face.

The burning question:—Should a husband stay in and fume when the light of his life goes out with an old flame?

How a Scotsman leaves a hotel: Unhonoured. Unwept and Unstung.

Might we describe the Disarmament Conference delegates as the Powers' Pow-wowers?

Nowadays, England expects every man to do his duty, and to pay it as well.

"Woman's Climbing Feet." She certainly made good use of them.

Motor note:—A good way to make a hair-pin bend is to press it gently with the fingers.

The last man we met from Chicago stuttered. We can only suppose he caught the trick from the machine-gun.

The paradoxical aspect of "covering" oneself in exchange transactions is the probability of awakening without a shirt to one's back!

A banker has just written a novel. According to a critic, most of the characters are over-drawn.

An amateur gardener writes to say his geese are slow in coming up. He should keep chicken.

Old Mother Hubbard sobbed, bleated and blubbered. With grief growing hourly.

For the showroom reflection which caused the dejection. Revealed that those "bowlers" won't suit her.

The Chosen Bank in Seoul has been robbed of Yen 78,000. From the robbers' point of view, it seems to have been a well-chosen institution.

A contemporary refers to "the s.s. Pando and the s.s. Maloja." No mention is, however, made of the s.s. Ellermananabucknall.

From the same source, we observe that the revolutionaries Sallent, Suria and Berga, in towns north of Barcelona, have proclaimed a Communist Republic. It is believed that Senhor Madrid and Senorita Sevilla are also interested in the movement.

How is it when a new golf course is opened nobody celebrates the cutting of the first divot?

Many Hongkong dwellers don't favour garden cities when it means so much levelling, doncher know.

"Has France Torpedoed The Lausanne Conference?" asks a newspaper heading. If so it would appear to be a case of having mixed her own business!

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This Season's Models.

THE ARCADE GLOUCESTER BUILDING

BRITISH TARIFF SPLIT.

SNOWDEN'S FOLLOWERS STUMBLING IN LOCK.
London, Jan. 22.
Mr. MacDonald's dramatic refusal to visit M. Laval, and Sir John Simon's cancellation of his trip to Geneva, together with the wholesale cancellation by Cabinet Ministers of social engagements, are held in political circles to be outward signs of acute Cabinet differences on fiscal policy.

Sir Herbert Samuel and Lord Snowden are credited with being the stumbling blocks in a comprehensive tariff programme, which is tentatively stated to comprise a general emergency tariff of 10 to 15 per cent, pending the formation of a commission to frame a higher scale for non-essential imports.

It is thought that free traders might be induced to accept the plan as a revenue tariff, but the Snowdenian school is credited with contending that the situation was recently profoundly altered by the suspension of the gold standard. Moreover, they oppose the adoption of an unalterable fiscal policy. Hence there is extraordinary interest in the Cabinet meeting which opened this morning, and is likely to prove one of the most critical in the lifetime of the present National Government, and test the diplomacy of Mr. MacDonald to keep team together.—*Reuter.*

No Unanimity.
Later.
On the termination of the prolonged Cabinet meeting, it was officially announced that it has been found impossible to reach a unanimous conclusion on the Fiscal Committee's recommendations.

The communiqué states that the Cabinet, however, is deeply impressed by the paramount importance at present of maintaining national unity, and accordingly determined that some modification of the usual Ministerial practice is required, and has decided that Ministers who are unable to agree with the majority of their colleagues on the subject of import duties and cognate matters be at liberty to express their views by speech and vote. Being essentially united on all other matters of policy, the Cabinet believes it is hereby best interpreting the will of the nation.—*Reuter.*

Timber Supplies.
London, Jan. 21.
Apropos the Canadian representations regarding the reported Russian timber contract concerning which Canada desired to ensure that the Canadian timber trade should not be interfered with by the possible imposition of a British protective tariff, Mr. J. H. Thomas, the Secretary for Colonies has replied to the Canadian High Commissioner that no British group had made representations for the protection of any timber contract which might be made with the Soviet.

The whole question is being carefully investigated, Mr. Thomas recalled a statement he made in the House of Commons, to which the Government still adhered, declaring that no commitments would be made which would hamper or prejudice the free and unfettered discussion of economic problems at the Ottawa Conference.—*Reuter.*

Import Duties.
London, Jan. 22.
The Ministry of Agriculture have issued an order imposing an import duty on tomatoes of two pence a pound, between June 1 and July 31, and a penny a pound between August 1 and October 31. The London Chamber of Commerce state that many inquiries from foreign manufacturers about factory sites in England continue to be received, and some 20 foreign firms have already decided to build here for the production of goods for the English market affected by the recently imposed customs duties.—*British Wireless.*

GIRL GUIDES SHORT OF OFFICERS.

ASSOCIATION NEEDS CANDIDATES.

An appeal for Guide Officers to help in the work of the Girl Guides' Association of Hongkong was made at the annual meeting of the Association, which was held at Government House on Thursday week, January 14, 1932, under the Chairmanship of the President, Lady Peel.

It was pointed out that lack of Officers had been the greatest handicap of the movement in the past, but an Officers' Training Company had now been started, and those interested were requested to write to the Honorary Secretary, Mrs. C. E. L. Grist, No. 524, The Peak, for full particulars.

The Attendance.

Those present included: Mrs. W. T. Southern (Colony Commissioner), Mrs. R. M. Dyer (Colony Treasurer), Mrs. W. J. Anderson (District Commissioner), Mrs. Alan Jones (Equipment Secretary), Mrs. C. E. L. Grist (Colony Secretary), Mrs. J. Owen Hughes, Mrs. R. H. Kotewall, Miss Woo, M.B.E., Mrs. K. Dunsterville, Mrs. E. R. Hallifax, Mrs. G. D. R. Black, Mrs. J. H. Taggart, Mrs. R. E. Lindell, Miss Bruce, Mrs. E. P. Minett, Mrs. E. B. Reed, Mrs. W. B. A. Moore, Mrs. C. G. S. Mackie, Mrs. J. Dunby, Mrs. A. H. Walker, Mrs. K. M. Talati, Mrs. Gubbay, Mrs. J. H. Hunt.

Letters regretting absence were received from Mrs. E. D. C. Wolfe, M.B.E., Lady Ho Tung, Mrs. H. T. Cressy, M.B.E., Madame Yoshida, Miss Cooper, Mrs. D. W. Tratman, Miss Sawyer, Mrs. A. R. H. Phillips, The Superioress Italian Convent.

Guide Trainer.

After the adoption of the annual report and balance sheet, Mrs. Southern stated that there were two items which did not appear in the report. One was that a Guide trainer, Miss Rachel Warren, from Home, was expected here on 11th February. In a small place like Hongkong it was of great advantage to the Movement to have fresh ideas and constructive criticism.

Secondly, the Guides had had the good fortune to obtain permission, through General Sandilands, to build a Guide Headquarters on a beautiful site on the way to Flagstaff House. General Sandilands had been a marvellous friend to the movement, and the Guides could not sufficiently express their gratitude to him. The Guides and Brownies needed a meeting place where links of friendship could be strengthened, where cooking tests and other practical work could be carried out, and a place where they could keep their stores. This had been put within their reach by General Sandilands.

New Hut Donation.

In addition, owing to the kind interest of Mrs. Kotewall (one of the Vice-Presidents) and the great generosity of Mr. Tang Shu-kin, who was the champion and supporter of all good causes in the Colony, a sum of \$1,000 towards the cost of the hut had been promised. Mr. Tang handed the list with a donation of \$500 and had offered to raise the remainder. It was hoped to begin building soon. Colonel Skinner, to whom many thanks were due, had already drawn up a plan. It was hoped that other Vice-Presidents, and all the Guide Companies and Packs would give a helping hand. It would be necessary to furnish the hut and equip it so that, while not going in for anything extravagant, it would prove a pleasant meeting place for all Guides and Guide friends.

Thanks Expressed.

Mrs. Southern expressed the sincere thanks of the Guide Association to Lady Peel, for permitting the meeting to be held at Government House, and also for many other kindnesses to Guides during the past year. Many thanks were also due to those who had served on Headquarters Com-

QUEEN'S



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B. water's finest
to his performance!

NORMA SHEARER

In a new
screen
production—

FREE SOUL

with
LIONEL
BARRYMORE,
LESLIE HOWARD,
CLARA GALE

A Metro-Goldwyn-Mayer
production

mittee, Mrs. Dyer, Mrs. Phillips, Mrs. Lack and Mrs. Alan Jones; to the Commissioners, Mrs. W. J. Anderson and Mrs. H. Owen Hughes; to the Vice-Presidents and Examiners, and to the Guides who had given loyal service to Companies and Packs. Special mention was made of the debt of gratitude owed to Mr. Hsieh, for giving much time and trouble to auditing the accounts, and to Mrs. C. E. L. Grist, the very efficient and energetic Honorary Secretary of the Hongkong Guide Association.

Proficiency Badges.

The Hon. Secretary then read the list of proficiency badges won during the year, which were as follows: 42 Domestic Service, 33 Needlewoman, 29 Cook, 22 Child Nurse, 18 Toy-maker, 16 Health, 15 Knitters, 12 Swimmers, 11 Ambulance, 9 Athlete, 7 Sick Nurse, 3 Laundress, 3 Life Saver and 1 Writer, making a total of 221.

Appeal for Officers.

After expressing the gratitude due to the Government, for their Capitulation grant, an appeal was made for Officers. This lack had been the greatest handicap to the movement in the past, but an Officers' Training Company had now been started, to meet once weekly on Fridays, at 5.0 p.m., and it was earnestly hoped that any already interested, or those who would like to learn something more about Guiding, would write to Mrs. Grist, No. 524, The Peak, for full particulars.

THERE IS NOTHING CHEAP about genuine cut glass

BUT we have decided to reduce our stock.

We have some most attractive Pieces which have been greatly reduced in prices.

A good opportunity for Wedding or other Gifts.

WINDSOR BROS.,

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Established 1902.

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From Blake Pier every 20 minutes (20, 40 and full)
Day and Night calling at all Vessels on request.

	From 5.00 a.m. to 9.40 p.m.	From 10.00 p.m. to 4.40 a.m.
From Blake Pier to Vessels in harbour or from Vessels in harbour to Bl. Pier.		
Adults, single fare	\$0.50	\$0.75
Return ticket	\$0.80	\$1.20
Party of 2 persons	\$0.80	\$1.20
Party of 3 to 5 persons	\$1.00	\$1.50
Party of 6 to 10 persons	\$1.50	\$2.00
Servicemen and Children up to 12 years of age (under 3 years free)	\$0.25	\$0.40
Cases & Packages, large	\$0.25	\$0.30
Cases & Packages, small	\$0.20	\$0.25
Documents, letters, newspapers, etc.	\$0.10	\$0.10
Card for 20 trips		\$18.00
Monthly Ticket		

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DAIRY FARM NEWS.

We beg to announce that from to-day and until further notice, all Milk and Cream sold by us will be Pasteurized and may be consumed as delivered to customers. This step has the full approval of the Medical Officer of Health.

THE DAIRY FARM ICE & COLD STORAGE CO., LTD.

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MEN'S AND BOYS' CLOTHING, SHOES, HATS, ETC.,

will be very gratefully received by the
HONGKONG BENEVOLENT SOCIETY
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Send us your old clothes

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Children thrive well if nourished by SCOTT'S Emulsion which enriches the blood and promotes childhood's development. Ask for
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SALESMAN SAM

TELEGRAM FOR MISTER HOWDY!
HOT PUP! WHAT DID I TELL YA, HEZELL? HERE'S A REPLY TO ONE O MY RASSLIN' CHALLENGES!
OPEN EET QUEEK, BOSS! SEE WHO'S EET FROM!
MAKE IT SNAPPY! THAT WIRE'S COLLECT! YA OWE ME FOUR BUCKS, SEVENTY CENTS!
GLAD TO PAY IT, LADDIE! THIS MESSAGE MAY LEAD TO FAME AND FORTUNE FOR BOTH MY MAT WIZARD AND ME!
LEESEN TO DESE, BOSS—EET VAS WERRY KIND OF YOUSE TO WIRE ME A CHALLENGE TO RASSLE WEET YOUR RASSLER UND ALL DAT SORT OF T'ING UND I EPPRECIATE EET WERRY MUCH, BUT FRENKLY I DUN'T T'INK I CARE TO RASSLE YOUR BOOLGARIAN BOOGYBOO AT DESE PARTICULAR DIME SIGNED IKNAY OUTBAY, DE MAD MAN MAULER—

A False Alarm!

By Small

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MICHELIN

Gems of Peril
HAZEL CROSS HALEY

BEGIN HERE TO-DAY.

Mary Harkness plots to ensure the Fly, who she believes "framed" her brother, Eddie, with the murder of out Mrs. Jupiter, and secure Eddie's freedom and his inheritance. She is aided by Louise, who is the sister of the Fly, and by the Fly's father, who makes Mary his heir. Bruce vows to root out Mary, who he thinks is a gold-digger. Dick forbids Mary to see Louise or continue the investigation. She goes to Miami on the Jupiter yacht, hoping the Fly will be at Miami to see his horse run.

She meets Count de Loma, de Loma is listed as the owner of the Fly's horse. He is a man of the same make as that used by the murderer, but he explains it was bought for experimental purposes. He finds Eddie's L. O. U. for \$15,000 in the car. Louise overhears Bruce and Louise quarrelling because she cannot explain where she got a diamond bracelet. Louise says it is Mary's. Bruce makes her give the bracelet to Mary, who discovers it was stolen from Mrs. Jupiter the night she was killed. Mary goes down to put it in the hotel safe and encounters the Fly, who is scared, off by states, the detective.

CHAPTER XXXVII

Mary laid a light veiled wrap about her shoulders and stepped into the hall as soon as she heard Bates' door close. He stood resplendent in evening dress, clanking at his collar, an improved but still a brightly sunburnt young man.

"All set?"

"Lord," he groaned. "I thought this job was cinch when I took it. Yachts, parties—but phooey!" He lifted his chin as far as possible out of his unrelenting collar, settled it back again and said resignedly, "Well, let's go." He hummed lugubriously a bar or two of the "Dead March."

A trace of the old Mary was in the giggle this provoked from her. "It will be cooler on the roof," she comforted him. She had grown rather fond of the little chap in recent days; how competent he was as a detective she did not know, but he was doggedly willing and a cheerful soul, and she could find something for the smiles he gave her. She thought of the money Mr. Jupiter had given her and decided suddenly what to do with it.

"She put it in his surprised hand and clenched the fingers on it."

"No!" he boomed loudly, agitated. But she made him take it.

"For being a good egg," she said. "How did you come out with your puzzle?"

"Oh, that." He seemed relieved to change the subject. "I didn't get much done on that. Took all my time getting into this boiled shirt. Maybe I ought to stay down and work on that." He asked hopefully, "I could, if you weren't sporting that necklace around so free."

"You come along, let the picture puzzle go for the present. More than likely it's just some political candidate he took a dislike to. Even criminals have their politics, I suppose."

Bates rapped on Mr. Jupiter's door, evening the necklace meanwhile. "Plew!" he remarked. "Some class, eh? There's going to be several hundred mighty jealous wrens at that party when they glimpse that, believe me."

"Come in," called Mr. Jupiter in a voice that made them both start. As soon as they entered, they realized that he was very angry. Bruce was there, leaning against a chair, examining the tip of his cigarette with half-closed eyes.

Jupiter nodded toward chairs, then turned back to Bruce.

"Go on! Say what you've got to say," he commanded roughly. Mary's heart sank—a quarrel with Bruce at this particular moment? If only the old man would soften his attitude toward his son a little, she thought Bruce might be won to his father's views much more easily. But Bruce's manner hardened to meet his father's.

"I've got this straight," Bruce growled. "I'm to understand that you suspect De Loma of being the man you're after?"

Jupiter, senior, nodded.

"Good Lord!" Bruce burst out. "I despise the chap, certainly, but—do you realize the absurdity of that? Why, he's an old friend of Louise's! She's known him for years, and whatever else he may be surely it's nonsense to try to make him out a murderer, a— a thief."

When no one spoke, he continued in a tone that struggled to keep reasonable. "I grant you he may not be precisely a lily, by the strict American code of morals, ethics and whatnot. He's nobility, you know. And post-war conditions—I don't say he may not have turned his hand to a shady deal or two, to keep from starving."

Mary had an impression that he was talking to bolster up his own courage, that behind this scornful front he was frightened. The spectacle of his Louise in the arms of a man of that stripe was horrible to him. Against his judgment he must believe the best of the man or see Louise as horribly smudged by her former association with him.

"To keep from working, you mean," Bates interjected disgustedly.

Before Bruce could reply, Mary checked him with another question. "You haven't told Louise what we know about De Loma, have you?"

Bruce regarded her steadily.

"Not yet," he said deliberately. "Look here, father, perhaps I can't alter your ideas about this man just yet, but I can alter them about someone else, I imagine. I happen

to have certain facts that—well, that—"

"Out with 'em!" the old man snapped. "No hemming and hawing. We're in a hurry." He looked at his watch. "It's seven o'clock now."

"I'll be brief," Bruce sneered. "It's this: I think all this pursuit of De Loma is simply a fake on Miss Harkness' part. He is the first man who came to hand. Therefore she points him out as the murderer. Where is the real murderer? I fancy the authorities know best about that. Why, this girl is working you for all she can get out of you, can't you see it?"

Bates moved forward threateningly, but Mr. Jupiter held up a restraining hand.

"So far I've submitted with fairly good grace to all this hocus-focus, but I ask you—isn't it odd that the pursuit of this—phantom, let us say—should take on the general lines of a pleasure jaunt of the first order? A long yacht cruise—a look-in at the race-tracks—a life of considerable charm in this rather attractive resort—Ber-muda in the offing, and—"

Bruce indicated the blanched girl with an impatient gesture, "my mother's jewels haunted all over the place!" He stopped, got hold of himself, spoke in a quieter voice, like a lawyer ending his diatribe. "Now, I submit, father—"

"You submit what?" his father prompted, in a level voice.

"Why, that you'd do better to get rid of this woman and forget the other thing. She's broken with her fiancé. For what? Because she's after bigger game. You! She's carried me along very graciously because she can't get rid of me. Why? Mary felt as if the scorn in his eyes would wither her where she stood, "right under your nose she's grabbing right and left whatever she can get her hands on—right now she's got a diamond bracelet of Louise's salted away! How's that for cuteness? De Loma loaned it to Louise, and she got it away from all of us. Why, she's slicker than De Loma dars to be!"

There was a long minute or two of ghastly silence, broken by Bates' heartfelt exclamation. "Well, I'll be damned!" He laughed then—positively roared.

Mr. Jupiter quirked an eyebrow, looked as if he would have smiled, too, if he had not felt so heartless at this tirade of his son's. Mary stumbled to a window and looked out. Father and son faced each other.

"That bracelet," Jupiter spoke gently, as if to a child, "was your mother's, son. It was part of what he—robber got when he—when he got your mamma, and got away. I'd know the bracelet anywhere. I had it made special for her the time you didn't come home, that summer—remember? You said you could and then something changed our plans. She felt kinda bad. I wanted to give her something. Why," he looked round at Mary excitedly, "I believe to my soul it's got her initials in it! Did you notice, Mary?"

Mary shook her head.

"Well it has. You look next time. If Louise got it from De Loma, then that proves all we've been trying to prove. Sure as sin it's the man killed your mamma, Bruce. Now, is that enough for you? Anything else you want to say?"

Bruce still leaned against the chair, but there was something altered in him—a sort of crumpling of the spirit that drew a faint pity from the girl he had just denounced. After all, he was only a rather strong-headed young man who had swallowed an overdose of cynicism and sophistication at too early an age.

Mr. Jupiter spoke to him then more gently than Mary had ever heard him.

"Bruce, my son," he said, "we need you. Will you help us?"

Bruce drew himself up, refusing to meet his father's eyes. He was not yet ready to give in. "There must be some explanation," he stammered. "I'll have heard both sides, I can't—"

"You'll not speak a word of this to De Loma or to that woman, either!" Jupiter flared. "You hear me? I'll put you under lock and key if you don't give me your solemn promise not to open your mouth on the subject to either of them, until we've had a chance to make an arrest. Promise me."

Mary came forward, laid her hand on Mr. Jupiter's threatening fist.

"Let him do just this, if he will," she soothed. Ask him to keep Louise away from the hotel for this evening to avoid any further scenes. Keep her where she won't see or speak to De Loma, until we've done what we planned to do to-night. If De Loma learns we have the bracelet, it may be dangerous, you see—"

Bruce explained for Bruce's benefit. "I imagine you won't want to have dinner with us now and I'm sure she won't."

"You imagine correctly. Nothing would give us greater pleasure than to offer you our regrets." With that Bruce went out.

Mary turned impulsively to the old man, her heart wrung by the forlorn expression on his face.

(Continued on Page 13.)

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TO-DAY'S WANTS.

25 Words \$1.50
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The following replies have been received:—
908, 909.

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WONDERFUL Bargains in Smart American SPORTS SUITS and latest style HATS at The Dolly Varden Hat Shop. Hats from \$5.

SITUATIONS

A CHINESE gentleman possessing substantial amount of cash capital and with over ten years experience as general manager in one of the biggest firms of general importers and dealers in patent medicines and toilet requisites, newsgazettes and bookkeepers in Malaya, desires same POSITION in Hongkong. Willing to join partnership or finance any kind of business which is worth while. Please write with full particulars to Box No. 908, "Hongkong Telegraph."

LOST

LOST. On the night of 20th January, between Queen's Theatre and Mac's Cafe, gold and platinum pendant set with diamonds (with chain). Finder please return to Tester Beauty Parlor. Reward.

MISCELLANEOUS

WANTED. Eurasian gentleman to business coaching in TENNIS, on Sunday mornings, and Saturday afternoons, by one who could introduce advertiser to Tennis Club, Terms, etc. Write Box No. 911, "Hongkong Telegraph."

FOR SALE

FOR SALE.—Royal Portable Typewriter, New cost \$265.00. Will sell for \$150.00, also one Underwood, for quick sale in excellent condition. \$120.00. Apply Room No. 10, Arlie Hotel, 23-25, Nathan Road, Kowloon.

FOR SALE.—Owner leaving Colony valuable furniture same as new dining room, drawing room, two bedrooms, fittings, stove, frigidaire, etc. Removal of furniture unnecessary if buyer takes over premises in most agreeable surroundings. Write Box No. 910, "Hongkong Telegraph."

FOR SALE.—European house on Broadwood Road (higher level) four rooms, two bathrooms, servants' quarters, small garden. Write Box No. 905, "Hongkong Telegraph."

FOR SALE.—Semi detached house on Stubbs Road, near Magazine Gap. Five-rooms three bathrooms, servants' quarters. Write Box No. 906, "Hongkong Telegraph."

FOR SALE.—Chinese house at Mosque Junction, three rooms and kitchen. Write Box No. 907, "Hongkong Telegraph."

FOR SALE.—A modern BUNGALOW at Magazine Gap, three bedrooms, three bathrooms, drawing room, dining room and writing room, large garden and garage, furniture can remain on valuation. Early possession. Write Box No. 900, "Hongkong Telegraph."

APARTMENTS

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CONSIGNEES' NOTICE.

N. Y. LINE

(NIPPON YUSEN KAISHA.)

From EUROPE and STRAITS.

The Steamship,

"HARUNA MARU,"

having arrived from the above ports.

Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained.

Goods not cleared by the 29th January, 1932, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives on any Tuesdays and Fridays, at 2.30 p.m. within the free storage period.

For the examination of damaged dutiable goods, the consignees must arrange for a Revenue Officer to be present.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns. No fire insurance has been effected.

NIPPON YUSEN KAISHA,

Hongkong, 22nd January, 1932.

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CHURCH NOTICES.

Septuagesima Sunday.

LOCAL SERVICES.

St. John's Cathedral.

January 24, Septuagesima Sunday.

Holy Communion 8 a.m.

Holy Communion (Peak Church) 8 a.m.

Children's Service 10 a.m.

Matins and Sermon 11 a.m.

Preacher: The Very Rev. The Dean.

Evensong 6 p.m. Preacher: The Rev. H. V. Koop.

Social Evening in Cathedral Hall after Evensong.

PROTESTANT CEMETERY CHAPEL.

(Happy Valley).

(Services in connexion with St. John's Cathedral).

There will be shortened Evensong with address in the above Chapel to-morrow at 5.15 p.m.

The Subject of the Address is from St. Paul's Epistle to the Christians in Rome "I reckon that the sufferings of this present time are not worthy to be compared with the glory which shall be revealed in us."

ST. ANDREW'S CHURCH.

(Kowloon.)

Business for the Annual Meeting.

Services for Sunday, January 24, Septuagesima Sunday.

8.15 a.m. Holy Communion.

10 a.m. Young People's Service.

Primary Sunday School.

11 a.m. Morning Prayer & Sermon. Preacher, Rev. N. V. Halward.

2.45 p.m. Senior & Intermediate Sunday School.

6 p.m. Evening Prayer & Sermon. Preacher, The Vicar.

WESLEYAN CHURCH.

Union Church Pastor to Preach.

Wesleyan Methodist Church, Wanchai. (Opposite Royal Naval Hospital, Queen's Rd. E.).

Sunday, January 24.

Morning Service at 10.15 a.m.

Evening Service at 6 p.m.

Preacher at both Services, Rev. E. G. Powell.

Sunday School is held each Sunday 3 p.m.

At the Sailors' and Soldiers' Home.

Sunday at 8.15 p.m. Service Men's Hour.

Every Tuesday at 8 p.m. Fellowship Meeting.

All are cordially invited to attend.

SEVENTH-DAY ADVENTISTS.

The following services will be held at the Seventh-day Adventist Chapel, 20, Lee House Street.

Saturday 2 p.m. Preaching.

Saturday 3 p.m. Sabbath School.

Sunday-night, 6 p.m. Preaching Subject—"Are We Nearing Christ's Return?" by Lyman W. Shaw, Pastor.

Wednesday night, 8 p.m. Prayer Service.

A cordial invitation is extended to all.

FIRST CHURCH OF CHRIST, SCIENTIST.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject: "Truth."

The Sunday School is held on Sunday Morning at 10 o'clock.

Wednesday Evening Meeting at 6 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass., U.S.A.

UNION CHURCH.

(Hongkong).

The following are the services for to-morrow at Union Church, Hongkong:

Morning.

Sunday School 10 a.m.

Naval Parade Service 10.15 a.m.

Public Worship 11 a.m. Young People's Service.

A service is allotted once a month in which the younger members of the congregation have a prominent part, in reading the lesson, singing and collecting the offertory. The Sermon is also meant to be chiefly a message for younger folk.

NEW ADVERTISEMENTS.

NOTICE.

AT LIBERTY.

January 28, February 19, (inclusive).

First Class Concert and Dance Orchestra of Vancouver, Canada open for all classes of engagements. Apply G. Redfern, (Lender) C.P.O.S. Empress of Canada.

FANLING HUNT & RACE CLUB.

Two buses of the China Motor Bus Co. will leave the Star Ferry on Sunday, 24th January, one at 10.45 a.m. and one at 11.15 a.m. going direct to Kwantli Race Course via Castle Peak, and returning soon after the last race.

The fare there and back, including entrance to the Race Meeting (Public Enclosure), will be \$3.00.

THOMSON & CO., Secretaries.

CHINESE ESTATES, LIMITED.

INTERIM DIVIDEND.

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND for year ending 29th February, 1932, of three per cent, that is \$3 per share, will be paid to all shares in this Company on the 30th January, 1932, at the Company's Office at China Buildings, 5th floor.

The TRANSFER BOOK of the Company will be CLOSED from the 26th to the 30th January, 1932, both days inclusive.

By Order of the Board of Directors,

HENRY LOWCOCK, Secretary.

Hongkong, 22nd January, 1932.

THE HONG KONG LAND INVESTMENT & AGENCY COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the FORTY-FOURTH ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. Jardine, Matheson & Co., Ltd. on TUESDAY, 16th February 1932, at NOON for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending 31st December, 1931.

The REGISTER of SHARES of the Company will be CLOSED from THURSDAY, 28th January to TUESDAY, 16th February, both days inclusive, during which period no transfer of shares can be registered.

By Order of the Board of Directors,

L. S. GREENHILL, Secretary.

Hongkong, 19th January, 1932.

NOTICE.

Miss Tora Inokuchi and Hun Inokuchi have returned to the Colony and resumed practice as Midwife and Masseuse at No. 7, Ashley Road, Kowloon. Tel. 57751.

Afternoon.

Sunday School at Taikee 2.45 p.m.

Evening.

Public Worship 6 p.m.

Social Hour after evening service. Community singing conducted by Dr. L. T. Ride.

The preacher at all the services will be the Rev. E. C. H. Tribbeck.

UNION CHURCH.

(Kowloon).

Kowloon Union Church, Pastor, Rev. E. L. Allen, M.A., Ph.D.

Services for to-morrow, Sunday, January 24:

Sunday School, 10 a.m.

Morning Worship, 11 a.m.

Anthem by Choir, "O Taste and See."

Evening Worship, 6 p.m.

Preacher at both Services, Dr. Allen.

Subject at Morning Service, "Francis of Assisi or the Following of Jesus in Poverty."

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By Order of the Board of Directors,

L. S. GREENHILL, Secretary.

Hongkong, 19th January, 1932.

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safety apparatus.

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Palace.

2:0 Bands—31 years'

Record.

Called to the Bar!

Sheep dogs exhibition.

Mr. Gandhi in the Cotton-

shire.

Welcome to Kaye Don.

Drama in the City.

Scene showing suspending

of Gold standard.

Scintillating City.

South Africa calling the

British Isles.

Sicily in Song.

Oriental & Ornamental.

Mr. Kancko designing

lacquer work.

Mr. Barrington Hooper.

The Thunder of wheels.

A Railway Symphony.

Complete Change of

Programme Weekly.

FIRE IN MEDICINE SHOP.

LAKH'S WORTH STOCK INVOLVED.

An inquiry into the origin and cause of a disastrous fire which broke out at 134, Bonham Strand during the early hours of January 12 last was conducted by Mr. Schofield at the Central Police Court yesterday afternoon. A jury was not required.

Inspector E. Bloor conducted the proceedings on behalf of the Police, while Mr. R. A. Wadeson held a watching brief on behalf of the insurance companies affected.

Mr. H. T. Brooks (Superintendent of the Fire Brigade) was the first witness called. He said that at about 3.40 a.m. on January 12 the Central Fire Station received two calls from street alarms in Wing Lok Street and Bonham Strand. In the ordinary course when one call was received, three engines, two from Central and one from the station nearest the scene of the fire, would be despatched, but on this occasion when two calls were received four engines were sent out without the officers knowing the nature of the outbreak.

Sub Officers J. W. Woolford and A. J. Cash were in charge of two of the engines, but a Chinese sub-officer was in charge of the first appliance to arrive on the scene. About three minutes after the calls were received, the "home message" was sent to the Central Station. On receipt of the last call witness himself went to the scene, after ordering the first float and two other officers to proceed there.

Floors Collapse.

Continuing witness said that he arrived about four minutes after the first appliance. On his arrival he found 134, Bonham Strand well alight, the three upper floors particularly. Witness then sent out the "district call," summoning to the scene all appliances on the Hongkong side.

Witness said that when he arrived, the appliances were already working three jets from the streets and one from the house opposite, with others being put into commission. Altogether seven jets were brought into play. Shortly after his arrival the first floor collapsed, followed five minutes later by the second and third floors.

The fire was extinguished at 5.15 a.m. Later witness looked over the ruins in an endeavour to discover the cause of the outbreak, but it was too difficult to form any opinion because of the large amount of debris that was piled up on the ground floor.

Cause of Fire.

On Thursday last, witness again visited the ruins with a view to ascertaining the origin of the fire if possible, but could form no opinion although it appeared that the outbreak started in the rear of either the ground or first floor.

Witness said that the fact the fire was so well alight when the brigade arrived made it appear that it was allowed to burn for some little time before the calls were sent.

The Chinese sub-officer, who was first on the scene, said that he arrived about two minutes after receiving the calls. When he arrived, there was nobody in the house.

Yim Sui-wah, one of the partners of the Pak Sang Hong, medicine shop of 134, Bonham Strand, said that the business occupied the ground floor and the top floor. He had been in business in Canton and Hongkong for the past 28 or 29 years. In Canton for 16 years.

Stock Worth \$100,000.

Witness mentioned that he had nearly \$100,000 worth of stock, some \$70,000 of which was kept in the shop while the remainder was stored on the top floor. One of the safes contained \$1,200, consisting mostly of notes.

His business was in a prosperous state, having made a profit year by year ever since it started. Last year's earnings amounted to several thousands of dollars.

On the night in question he had stayed after closing-up hours, chatting with a friend, and returned to his home at Third Street round about midnight. About 3 a.m. a fokl informed him over the telephone that the shop was on fire. He immediately took a ricksha and went there.

He had no idea how the fire started—he was not there. Occasionally he had dried medicine on the premises, but had not done so for the ten days prior to the outbreak.

Replying to Mr. Wadeson, witness said that his two partners were not in the Colony, one having gone to Singapore as a travelling trader and the other to Australia. He had not submitted accounts to them, nor remitted their share of the profits.

Horn as Medicine.

Taken over a variety of valuable stock, witness said his need pearls and powdered pearl accounted for nearly \$20,000 of the total amount, his ginseng for \$10,000, his deer horn for \$2,000, and his chamomile horn for \$10,000, or \$17,



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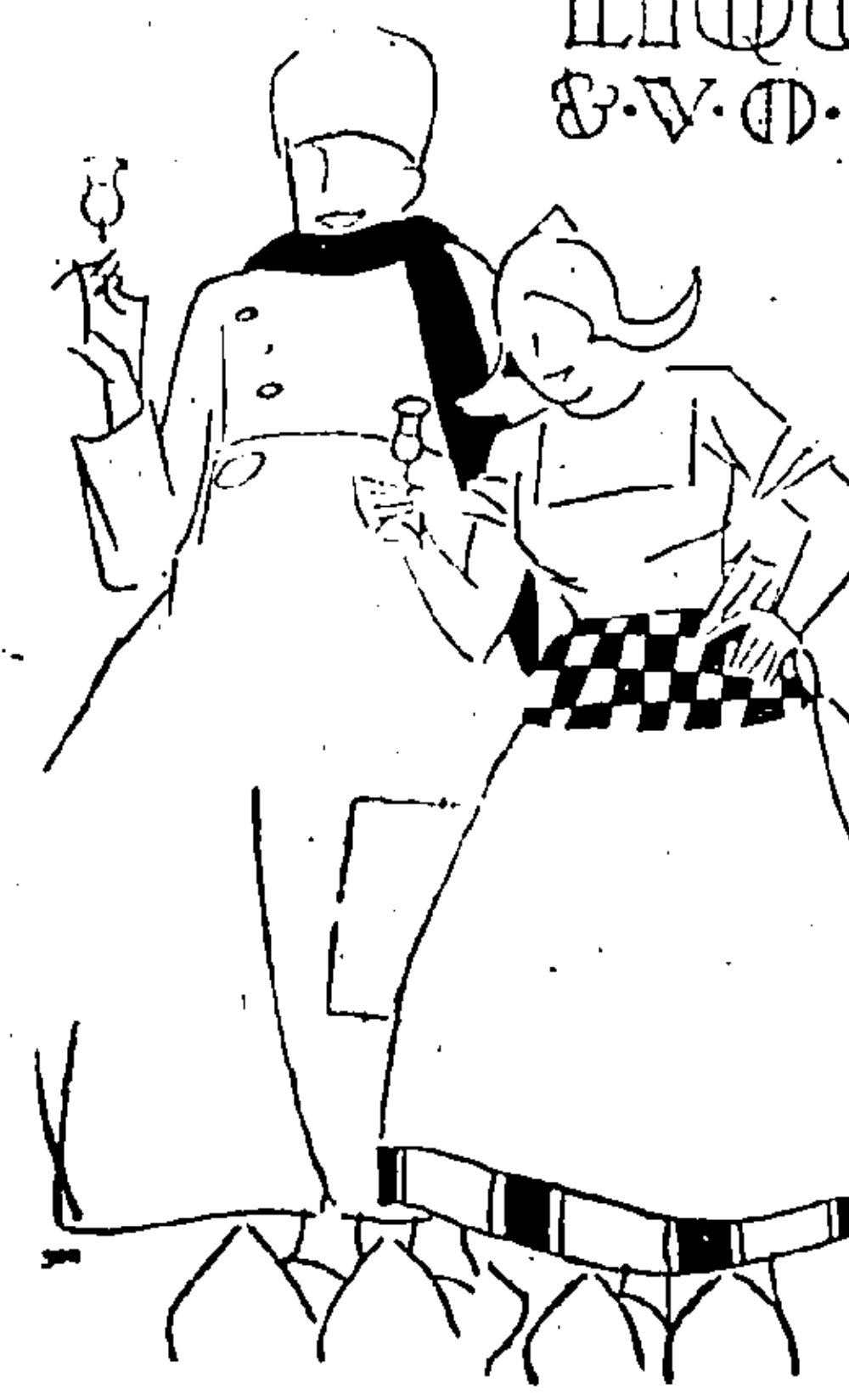


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CINEMA SCREENINGS.

NOTES SUPPLIED BY THE THEATRES.

Norma Shearer, in a gripping drama of San Francisco's gambling life, is the attraction coming to-morrow to the Queen's Theatre, when "A Free Soul," Metro-Goldwyn-Mayer's sensational filmization of the Adela Rogers St. Johns novel, will be seen.

Miss Shearer plays another such glamorous role as she gave to the screen in "The Divorcee" and "Strangers May Kiss," but this time in a setting of stark drama—of adventure in the underworld, among gangsters and gamblers, as a contrast to life in the homes of wealthy society leaders and descendants of the millionaire Argonauts.

She plays the role of the daughter of a famous lawyer, immersed in his sophisticated teachings of freedom in life, and torn between two loves—one for a wealthy society man, the other for a gambler and underworld czar. Lionel Barrymore returns to acting to portray the lawyer father, one of the most dramatic roles in modern literature. Leading the girl into error, awakening to his mistake, and finally bearing his own sin before a jury to save the happiness of his daughter, he presents a dominant and unforgettable figure.

Leslie Howard and Clark Gable share leading man honours, Howard, last seen in "Five and Ten," appearing as the society sportsman, and Gable, who scored in "Dance, Fools, Dance," and "The Secret Six," playing the role of the polished gambler. The comic James Gleason and Lucy Beaumont also have important roles.

The picture was directed by Clarence Brown, who produced "Anna Christie," "Romance," and "Inspiration."

"Five and Ten."

Twenty-two different settings were built by Metro-Goldwyn-Mayer architects for "Five and Ten" in which Marion Davies is to be seen at the Queen's Theatre.

Because of the swift and ever-changing action in the new film, the unusual number of sets was demanded, some of them requiring more area and materials than sets for many entire productions of recent months. One set, representing the New York home of the newly-rich Rarick family, occupied nearly ten thousand square feet of stage space and required more than three hundred incandescent lights, including a huge battery of giant sun lamps.

The library and hall portions of these sets were built to the maximum width that could be covered in the spread of a motion picture camera lens without losing the identity of the players in the action, the purpose being to dwarf the figures amid a monstrous display of wealth. Several thousand books had to be rented to fill the massive book shelves in the library and a painting ten by eighteen feet of Napoleon secured to hang over the imposing fireplace.

Included in the wide variety of settings that were built for the picture directed by Robert Z. Leonard were a conservatory, modernistic business offices, the roof of a new skyscraper, elevator shafts, a charity bazaar, society ballroom, wedding chapel, scummer deck, wharves, stores, bachelor apartments, dressing rooms and numerous bedrooms and hallways.

These lavish settings were all designed and built under direction of Cedric Gibbons, studio art director. Costumes, too, had to be especially created and executed for the feminine players by Gilbert Adrian, who incorporated in his original designs many novel features.

The new style creations are worn in the picture by Miss Davies, Irene Rich, Mary Duncan, Lee Berganger and Ruth Selwyn, some forty-eight different gowns in all.

Leslie Howard plays opposite Miss Davies in her new starring vehicle and the supporting cast includes Richard Bennett, Kent Douglas, Arthur Housman, George Irving, Hal-Elwell Hobbes, Charles Giblyn and Henry Armetta.

"Lascen of the Rio Grande."

"Lascen of the Rio Grande" Universal's straight-shooting, Spanier-favoured romance of the Mexican border, which will be the next attraction at the Central, with Leo Carrillo, John Mack Brown, Dorothy Burroughs and Slim Summerville in its principal roles.

Based upon the Frank Despres novel, "Lascen" the story concerns a dark-oval son of the dance-halls, a tenderly murderous half-breed cattle owner who like his women beautiful, and a handsome Texas Ranger in love.

The picture is packed to the brim with hard-riding, howling guns, fighting, Spanish melodies, and romantic

scenes, and is a photographic classic, according to reports. There is a thrilling cattle stampede, a rousing gun-fight between the half-breed's non-too-careful sharpshooters and the Rangers, and some of the season's choicest comedy, furnished by Slim Summerville and Frank Campeau.

Leo Carrillo, suave star of the stage and screen, appears an ideal Jose Santa Cruz, Lascen's half Portuguese, Half Indian admirer, and Dorothy Burroughs, sensation of "In Old Arizona" and a host of hits, is Lascen. The erstwhile All-American football star and featured player of "Coquette," "Billy the Kid," "Montana Moon" and "Our Dancing Daughters," John Mack Brown, is seen as the strapping Texas Ranger.

Edward Laemmle, well known director of "Cheating Cheaters," "The Drake Case" and a long list of successes, directed "Lascen of the Rio Grande" and is recognized for his expertness in filming the outdoor action pictures.

Tom Reed wrote the screen story; Randall Faye, the adaptation; Carl Laemmle, Jr., Universal production chief, supervised the making of the film with Sam Bischoff as assistant producer.

"Hush Money."

"Hush Money," Fox film which is now showing at the King's Theatre, is a mighty fine piece of entertainment. Its central figures are a gang of what might be called high grade racketeers, immaculately clad gentry who frequent the opera, the exclusive night clubs, the fashionable hotels of Park Avenue, have plenty of money and are apparently without visible means of support.

Owen Moore is the chief racketeer, debonair, suave, seemingly cultured, and thus it is easy for him to induce Joann Bennett, a beautiful girl down on her luck, to accept his patronage. Later, she finds to her dismay, his true calling and she can do nothing except become one of the gang and pose as the wife of Moore who uses her as a bait to become acquainted with wealthy visitors to New York City.

Eventually, through a slight slip up, the gang is rounded up and sent for intermittent terms up the gauntlet. Released from prison she determines to go straight and meets Hardie Albright, with whom she falls in love. They are married, she becomes the mother of a boy but the spectre of the past arises and Moore, released from prison, who attempts to black-mail her. At this point the detective enters again into the scene and he straightens out her problem but at a terrific cost as the story reveals.

Joann Bennett does fine work as Janet Gordon and reveals a new side of her versatility as an emotional actress. Albright is especially clever and fine work is also done by Moore as the blackmailer and Douglas Coogrove as the detective. Myrna Loy, C. Henry Gordon, Hughie White, George Raft, and an adorable child actor, Ronald Cobby, Sidney Landfield's direction is more than satisfactory.

"Bad Girl" To-morrow.

A preview of "Bad Girl," due at the King's Theatre to-morrow, shows it as one of the few Hollywood human interest productions in which the sob stuff is not played with the fastidious pedal hard down. There is something so unorthodox in this very ordinary tale of two very ordinary people, that it comes as a refreshing change after the recent welter of extravaganzas, gangster films and romantic fancies. There are only three principals in the cast of "Bad Girl," and two of them make

their debut in talking pictures in it. James Dunn proves to be a fresh faced youngster with an engaging smile and a rasping twang, and both Sally Eilers and Mina Campbell cannot be alleged to have the cultured English voice that is so sought after these days, but the voices harmonize with the plot and the settings; that is probably one of the reasons why "Bad Girl" stands out as a human story of note and not just an ordinary production.



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Shearer's finest
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SHEARER**

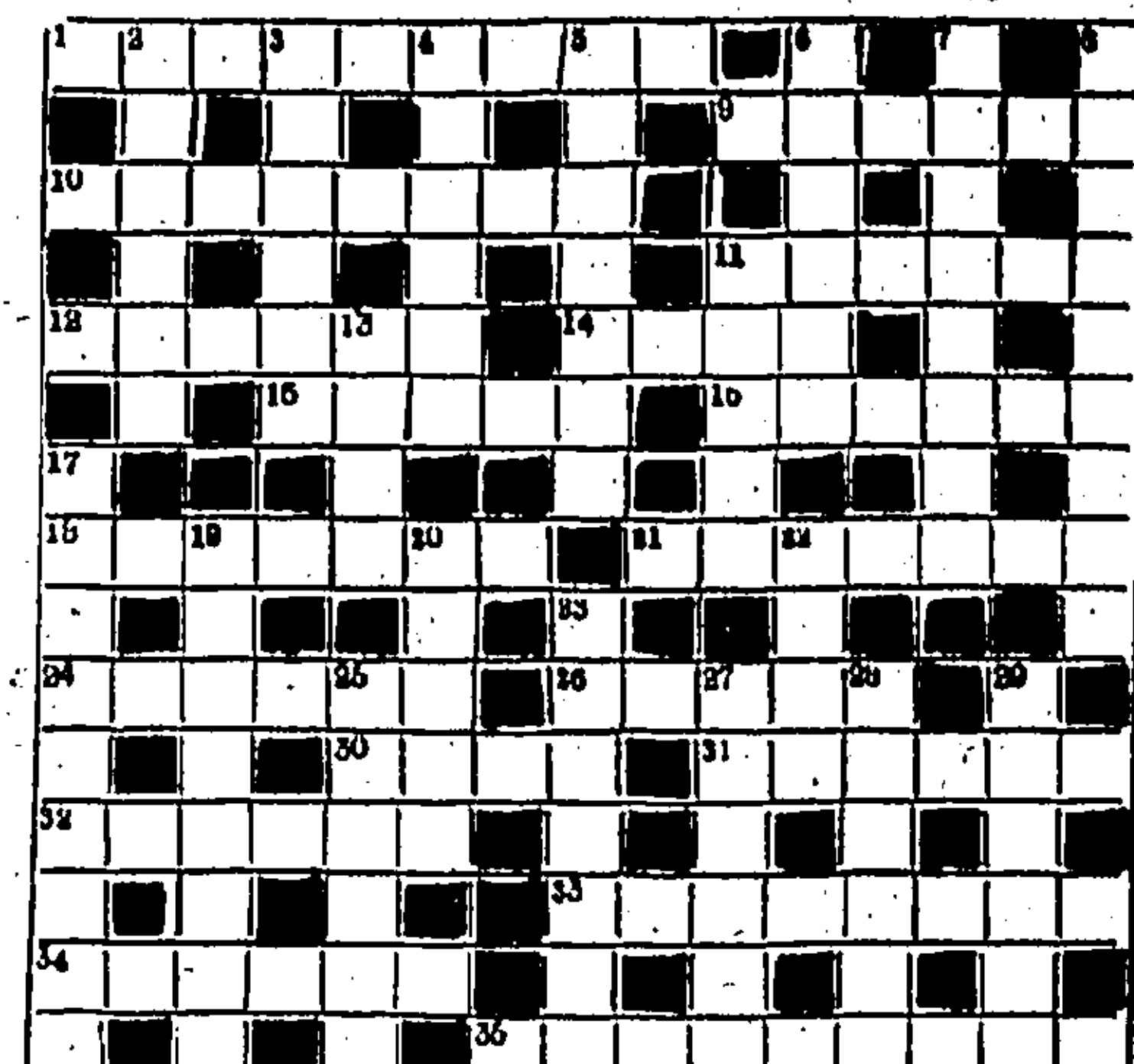
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triumph—

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FREE
SOUL**

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BARRYMORE,
LEE LIE HOWARD,
CLARK GABLE**

A Metro-Goldwyn-Mayer
Production

OUR BRITISH CROSSWORDS.



Across

- 1 No matter how furious the attack may be there is evidence of amusement in it.
- 9 Though this describes the case lament is hidden.
- 10 Tom Paine is rather upset, and no wonder. It is a simply poisonous matter he is mixed up in.
- 11 Common to both Peter and Simon—very easy.
- 12 Just the garment for a dance.
- 14 I wander through Oxford with my half sister.
- 15 Make only half a score, and then on, before being cut by a carpenter.
- 16 Read by some people now and again.
- 18 Prophets who might be so clear—but who took jolly good care not to be.
- 21 States.
- 24 Show the shortest way.
- 26 Occasionally a great man travels thus—in a tooth.
- 30 Portuguese money from which you may get a rise.
- 31 Old Greek coin that is nothing more than a huge pill.
- 32 A darky goes with the company to protect the eggs.
- 33 His name, notwithstanding, he doesn't belong to any circus—flying or otherwise.
- 34 Treatment for a palm.
- 35 Taken back about something done in the interior.

Down

- 2 The last word in indignation.
- 3 There's something about the little beggar that doesn't count in the game but it's a sticker, without doubt.
- 4 Now then, all together in this.

5 Tipping—as done on a yacht, shall we say?

6 A cherry in a French orchard is in wax—though wax fruits are seldom seen nowadays.

7 Walking slowly from the forest at the end of the street.

8 Heartless advice to those who are.

11 Coarse, heavy string.

17 He has to face the music.

19 The eminent Governor of Britain who discovered it to be an island.

20 Absorbed.

22 Boli up.

23 You'll see this, of course.

25 Sings plaintively.

27 Tinge.

28 If you 22 starch it will go thick.

This will not—quite. Simply barbarous, isn't it?

29 The comparative value of this young clergyman lies in his end.

Yesterday's Solution.

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T U R N S T I L E S P R E E
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S I L V E R E D U N T I D Y
P E A D E M Y
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A T E R N E E N
G L I M P S E E E V E R I E
L U U C R O P S
M O R T A L K I L L S
T I E F I L L O F
S M I L E S R U E F U L L Y
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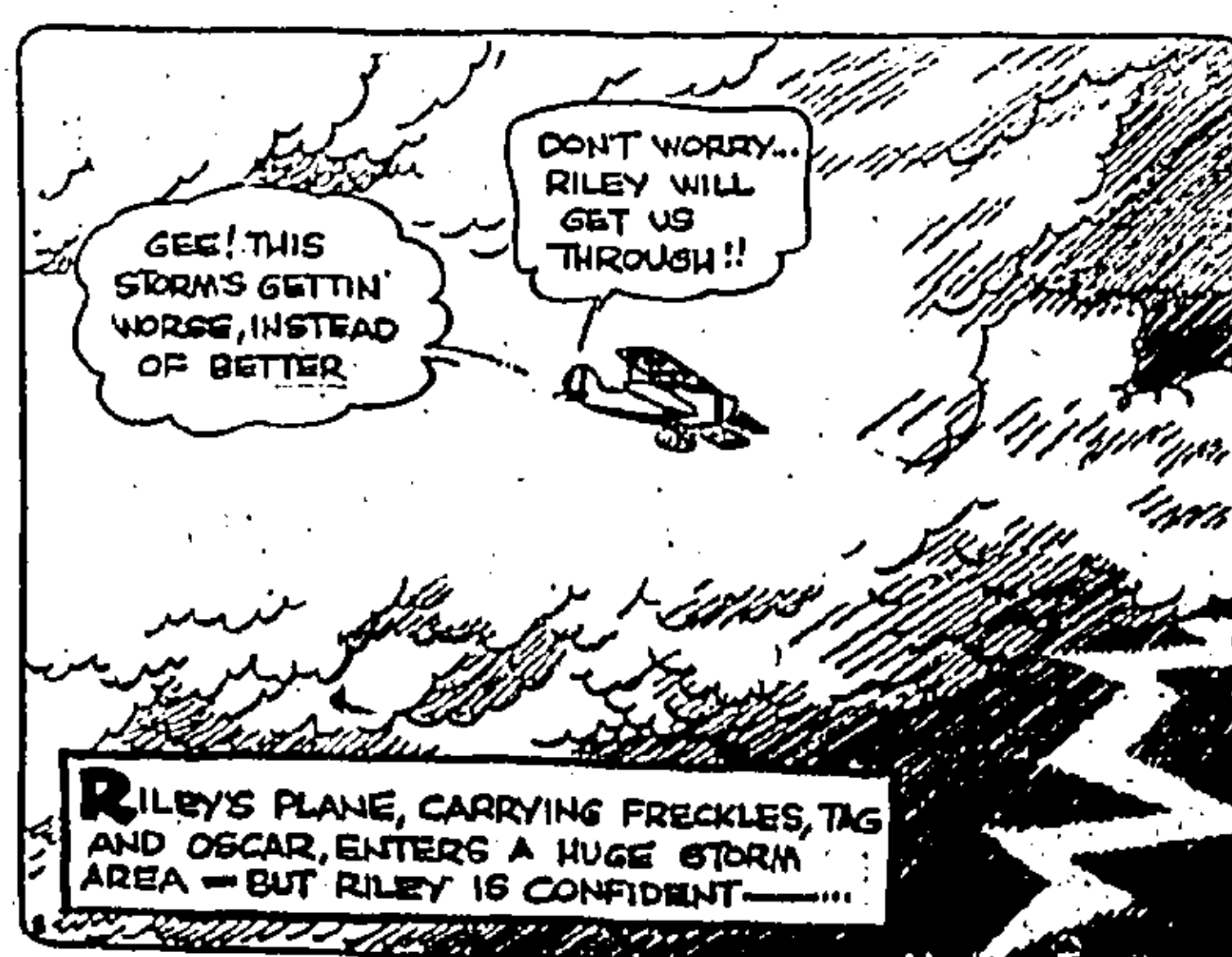
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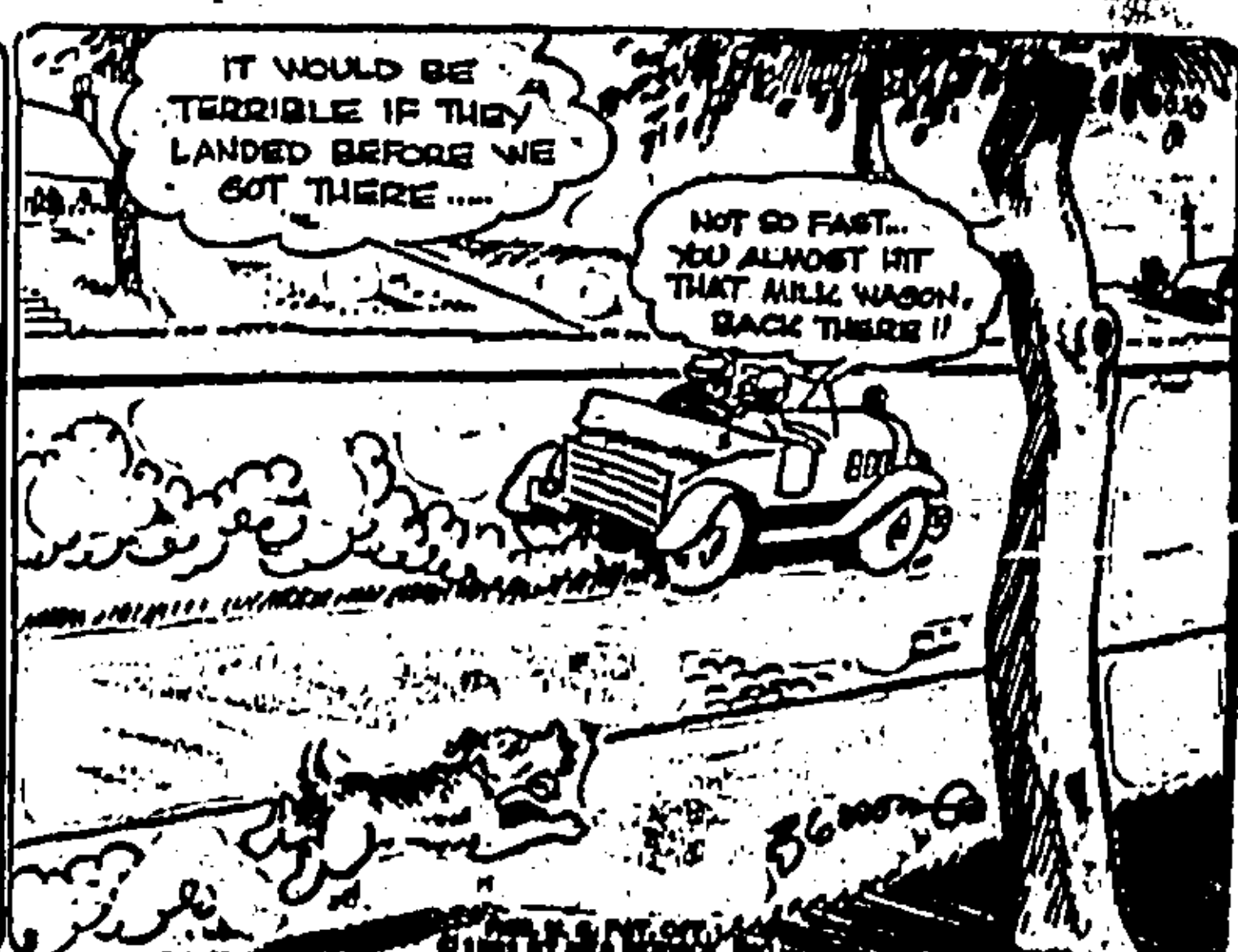
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SATURDAY, JANUARY 23, 1932.

**JAPAN BECOMING
IMPATIENT.**

It would appear, from the grave developments in Shanghai, that Japan's patience, in the face of continued anti-Japanese excesses in that city and elsewhere, is becoming exhausted. That is how we interpret the ultimatum which demands, amongst other things, the dissolution of organisations which have been directing the anti-Japanese movement and at the same time inflaming public opinion. So far there is no indication of the "drastic measures" which the Japanese admiral threatens, except that they will be for the purpose of protecting Japanese rights and interests. But whatever their nature, they amount to an intimidation to the Chinese authorities that if the latter are unable to guarantee protection, then Japan herself will be compelled to intervene and assume the task.

Foreign reaction to these developments will, we imagine, be varied. Recalling the troublous day of 1925, it is well to remember that on more than one occasion the Powers were compelled to warn China on somewhat similar lines. It was not then, any more than it is to-day, a mere question of persistence by the Chinese people, on patriotic grounds, in an economic boycott. Such tactics can be defended, so long as the rightful interests of the boycotted country are not infringed. Japan's complaint is that the anti-Japanese activity has been in many cases under the direct or indirect guidance and encouragement of the Chinese Government. That cannot be questioned. The case can, indeed, be taken further by showing that not only have Chinese authorities fostered and encouraged the movement, but they have permitted the anti-Japanese organisations to over-ride their own powers and functions. There is the additional point that, once these movements are started, they get completely out of hand and inevitably lead to clashes between Chinese and Japanese, creating a situation in which the lives of perfectly innocent people are placed in jeopardy. There have been many instances in Shanghai in which even Japanese children have been subjected to mob assaults, whilst for many weeks past it has been deemed advisable for marines to escort Japanese children to and from school. The latest incident, a brutal attack on Japanese priests, is a further indication of the forces which are let loose once mob feeling are let loose once

These are aspects of the situation which must be borne in mind, and Japan is quite right in constraining these outrages with the protection accorded to Chinese nationals in Japan. On the other hand, Japan must realise that the feeling of which these incidents are an extreme expression is a direct outcome of her own wrongful policy in Manchuria. It could not be expected that China, or any other self-respecting nation, should remain quiescent in the face of forcible occupation of her territory; and due allowance must be made for genuinely spontaneous patriotic feeling. None the less, there can be no defence of the extreme limits to which a very natural movement has gone.

The original source of all these troubles, of course, is Japan's action in Manchuria. It would be shutting our eyes to the facts to say that Japan has no grievances in that region; she has. But she must certainly have no right to take the law into her own hands, as she has done, in breach of her pledged word. Continuing the same line of thought, it must be said that the Chinese people have a perfect right to apply an economic boycott against Japan, especially in view of the lack of other means by which they can express their feelings, but they are not entitled to overstep the bounds and indulge in terrorism and other illegal activities. It is well, in assessing the situation, that we should not confuse the issues. On the general aspects of the position, China has a good case, but she is certainly not improving it by resorting to methods against which Japan is quite right in protesting.

The Tariff Battle.

The National Cabinet's solidarity may be shattered against the tariff wall. Differences have exhibited themselves both among the members of the special committee appointed to provide their colleagues with a comprehensive plan and in the Cabinet as a whole. The members sat for nearly five hours on Thursday without achieving agreement in any sense and again yesterday with the same result. Attempts have been made to minimise the seriousness of the battle which is being waged between those who would take the bull by the horns and those who walk only with reluctance in the paths of trade disturbance. It is obvious, however, that the differences are persistent and on issues much more important than mere matters of detail. Mr. Ramsay MacDonald has been obliged to decline M. Laval's invitation to Paris owing to the vital nature of the discussions. The Prime Minister would have jumped at the offer had he dared. It was a chance which would not have been allowed to slip had there been the barest possibility of a spirit of compromise in London. Likewise, Sir John Simon, having arranged on Wednesday to leave for Geneva on Saturday, is forced on Thursday, after the Cabinet meeting, to request Lord Cecil to represent Great Britain at the League Council meeting. Clearly the Cabinet is meeting with serious difficulties in finding an agreed policy. The wonder is that the strain of welding the diversified outlooks of the members of the Cabinet into a common policy has not manifested itself more markedly before. The apparent unanimity upon the remarkable agricultural dumping duties, compliance with some of Mr. Runciman's decrees, have caused surprise in circles who thought themselves well versed in the mentality of the leading members of the Cabinet, who thought they knew exactly how far they were prepared to go and how soon they would call a halt to trade interference. The explanation is probably that these particular members pacified their consciences with the thought that they were approving emergency measures. Free to face with a programme involving a general tariff, they are baulking. But, much as we disapprove of the erection of further trade barriers, a break-up of the Cabinet on this issue would be calamitous to-day. If a fight there must be, let the gauntlet be held until Britain can see her way clearly through the mists of the world crisis.

DAY BY DAY

IN PROPORTION AS A MAN SUFFERS THE SMOOTH COURSE OF HIS THOUGHT TO DEPEND ON ANYTHING EXTERNAL, SO COMES HE NEAREST TO CHANCE OF MAKING SHIPWRECK.—*Morley.*

The P. & O. s.s. Corfu from Hongkong arrived at London on the 21st January at 1 p.m.

His Excellency the Governor has appointed Mr. J. H. B. Lee to be Assistant Postmaster General.

Commissioned Shipwright H. L. Mellers has been appointed to the Hongkong Royal Naval Dockyard.

The Colonial Secretary announces that quarantine restrictions have been imposed against arrivals from Pakhoi on account of smallpox.

The Hon. Mr. T. N. Chou is to distribute the prizes of the Government Vernacular Middle School in the school hall on Tuesday, January 26, at 11 a.m.

The next meeting of the Hongkong Rotary Club will be a closed one, open only to members and visiting Rotarians. Members will be invited to discuss Club welfare again.

His Excellency the Governor has accepted the resignation by Captain T. A. Martin, of his Commission in the Reserve of Officers of the Hongkong Volunteer Defence Corps.

The First Speech Day of Hwa Nan College will be held in the Ho Shing Theatre on Saturday, January 30, at 2 p.m. Professor R. K. M. Simpson has kindly consented to distribute the prizes.

It is notified that at the expiration of three months the Liang Kwong Motor Bus Co., Ltd. and the Kwong Hing Co., Ltd., unless cause is shown to the contrary, be struck off the register and the companies will be dissolved.

Mrs. S. W. Tso, the wife of the Hon. Mr. Tso, has kindly consented to present the certificates at the Annual Speech Day of the Fairless School which will be held in the St. Stephen's Girls' College Hall on Tuesday, February 2, at 2 p.m.

Members of the Red Club enjoyed a successful subscription dance at Lane, Crawford's Restaurant last night, there being a good attendance and a varied programme of dances. In addition the dancers indulged in the Eightsome Reel, Caledonian, a Four-some and the "Dancing White Serpent". Mr. T. P. Sanderson was M.C., and the music was supplied by the Restaurant orchestra.

On Monday afternoon at 5.30 Dr. Saur de Waldemar, "Master Magician and Telepathist," whose recent display of his talent at the Peninsula Hotel was greatly enjoyed, will give an entertainment at the Club de Recreio. The price of admission is \$1.00, children being admitted at half-price. This will be the last opportunity of seeing the famous magician at work in the Colony as he is leaving shortly for Manila.

An aged hawk charged with lacking a licence, told Mr. Williams at the Central Magistracy this morning when questioned as to the number of years he had been in Hongkong, that he could still recollect being present at the landing of the late Sir Henry May when he returned to the Colony as Governor. The defendant's case having been found to be a deserving one, the Magistrate allowed him a grant of three dollars from the Poor Box funds towards the cost of a licence.

**THE PRINCE'S
ENGLISH.**

Our language is constantly changing
The study of the King's English
As contrasted with the Prince's English
Is very illuminating.

By F. G.
BLANDFORD.**WHICH DO YOU
SAY?**

The first of these is the vowel sound in the stressed syllable of office, officer, coffee, cough, trough, salt, gone, lost, cross, off, often, soft, etcetera. In the "Queen's English," which was no idle phrase—for Queen Victoria offered to her subjects one of the best examples of beautiful diction in the type of pronunciation that was the fashion of her time—the principal vowel in all of these words was an exact rhyme with the vowel in the modern pronunciation of law. Nowadays—who can say? Do we make them all rhyme exactly with the vowel in hot? Office, officer, coffee, cough, trough—yes, probably. Salt? Do you say salt or sawlt, or neither? Gon or gawn, or something in between? Lost or lawst? Cross is now supposed to be less "vulgar" of "Cockney" than crawss.

But is there no alternative between these two extremes? A speaker of 90 or a speaker of 19 might see none. The great majority, however, of cultured English speakers between 40 and extreme old age use neither of these vowels. In their pronunciation of the sentence, "Did he get on or off?" the word off usually contains a vowel different from on, and in "He got off awfully cheaply," off certainly has not the same vowel as awfully. There is, therefore, an intermediate vowel between o and aw which can be heard in the pronunciation of this group of words by most middle-aged speakers.

**WE BECOME
"QUAINT."**

Another group of words in which transitional vowels may be heard is in common words of Romance origin in which A in the spelling is followed by a nasal and another consonant—words like France, dance, advantage, plant, command, commandment, etc., and some others that do not fall exactly into this category, such as photograph, graph, elastic, etc. It is commonly supposed that the pronunciation of such words with the a as in hat is a Northern pronunciation. It is so only in the sense that that pronunciation is dying harder in the North than in the South of England. Here we must have recourse to a symbol to indicate the possible variants: The recognised symbol for "the short a"—it is actually no shorter than any other, but of a different quality—is the symbol used for this sound in old English, æ. For the "back" a, as in father, we will use the spelling ah. The ordinary roman "a" may be taken to represent the vowel sound heard in a "broad" Lancashire or Yorkshire pronunciation of man, which does not exist in Southern English excepting in this group of words.

Most people who write, usually indignantly, on matters of pronunciation, ignore altogether the time element in the variations of language. They regard all variations from their own pronunciation as being due to difference of local dialect or of social dialect, and overlook the fact that in every locality and in every class the speech of the younger generation is steadily establishing itself in place of the pronunciations of their parents.

It is difficult, without having recourse to a system of symbols to represent each sound, to show exactly how these changes are gradually taking place, but there are at least two groups of words in which the old, the new and the transitional pronunciations can be heard by any accurate observer at the present time.

**SAY
"FRANCE!"**

In the Queen's English these words were generally pronounced France, dance, advantage, plant, command, etc., and now most young people in the South of England, to the great annoyance of the North and of many Americans and others, say Franche, dance, plant, commandment, etc. But listen closely to the middle-aged and cultured speaker. His France is neither France or Franche. Commandment has exactly that intermediate vowel between command and command that satisfies the ear of his grandfather and his grandson that he is speaking just like each of them.

When Queen Victoria died the "Queen's English" became automatically the "King's English." The phrase then had less meaning. Now it means as much as the old phrase did, but we who are middle-aged must not overlook the fact that while we speak the King's English ourselves, there is also very clearly a Prince of Wales's English that has every right to our loyal consideration. A comparative study of the two is very illuminating.

The Licensing Board meets on February 3rd, at 8 p.m., when the following applications will be considered:—Ho Sit-yue, restaurant keeper's adjunct licence, Prince's Cafe; Raku Akiohahi, hotel keeper's adjunct licence, Fukusumi Hotel; Yae Miyajima, hotel keeper's adjunct licence, Supphiro; Lam Kan-wan, restaurant keeper's adjunct licence, Hennessy Cafe; David Gabriller, restaurant keeper's adjunct licence, David's Cafeteria.



"Look, Doris, that's the new fall shade I was telling you about."

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The above group was taken at the first annual dinner of the Hongkong Police Reserve Flying Squad. The function, which was a great success, was held at Lane, Crawford's Restaurant. (Photo: Lee Fong).



Group taken at a dinner given by the Tung Kun Chamber of Commerce in honour of the Hon. Mr. T. N. Chau on his appointment as a member of the Legislative Council. Mr. Chau is seen seated sixth from left. (Photo: Lee Fong).



Shameen residents had an enjoyable time at the annual Bachelors' Ball, held on New Year's Eve. The event took place at the Canton Club Theatre, where the above group was taken.



The Hongkong Ladies' Hockey Club met the Club de Recreio at Sookunpoo last Saturday, the result being a draw. Above are seen the players. (Photo: Mee Cheung).



"Little Mother," by H. C. Goh, which won first prize in the Beginners' Genre (Open) Section at the H. K. University Amateur Photographic Club's Exhibition.



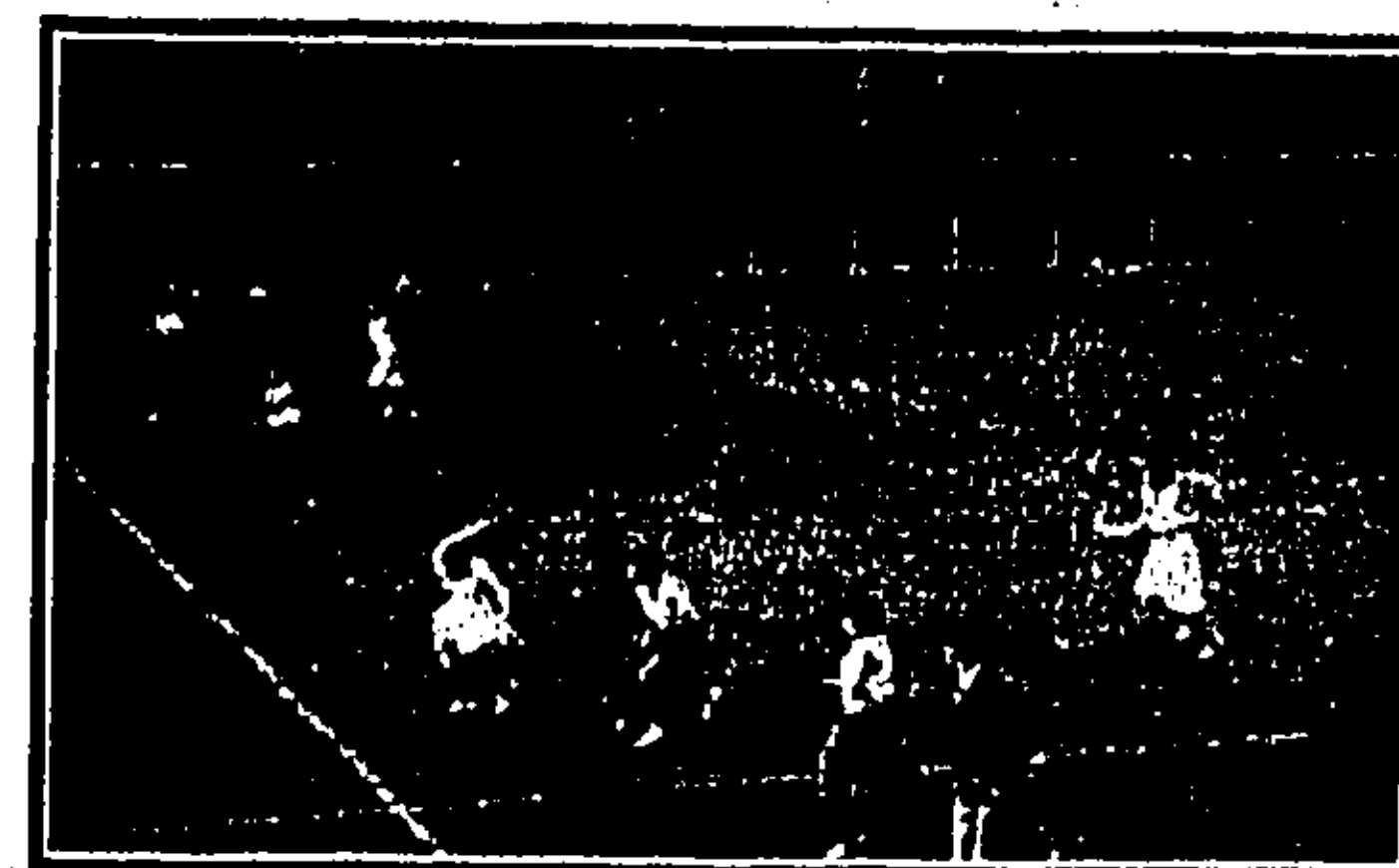
"Kiss Divine," a beautiful study which won for J. N. Unwalla, F.R.S.A., of Bombay, the first prize in the Genre Advanced (Open) Section at the University Exhibition.



"Children's Corner," by Chow Cheng-lam, which won the first prize in the members' Genre Section at the University Exhibition.



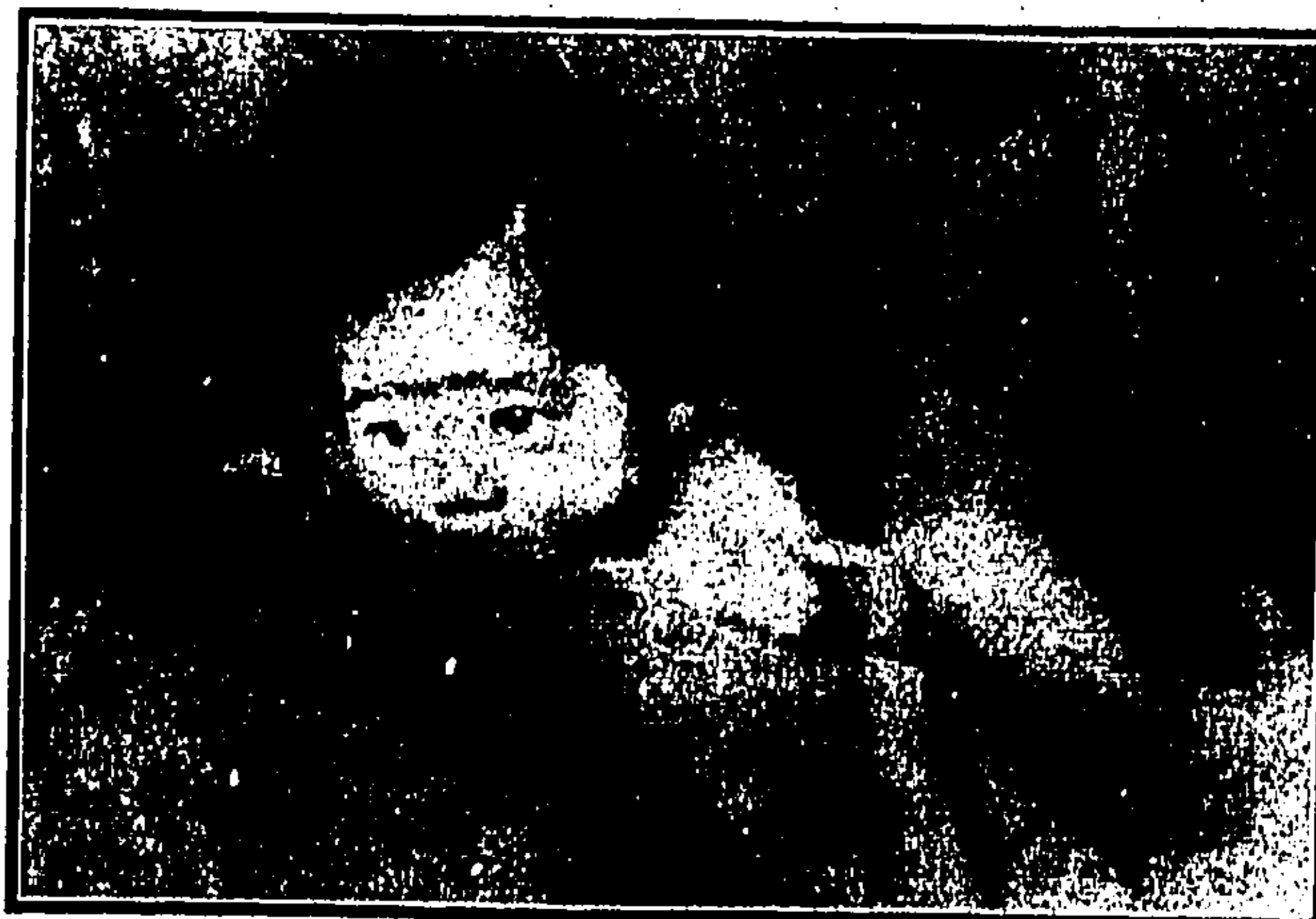
A good action picture taken during the Rugby match in which the Services beat the Club last Saturday. (Photo: Mee Cheung).



The ladies' hockey match in progress at Sookunpoo on Saturday last. (Photo: Mee Cheung).



Another University exhibition picture, entitled "Beach Curves." Entered by Kwok Kung-kan, it won first prize in the Beginners' Landscape Open Section.



This effective study, entitled "Peeping Tom," by F. A. Dragon, won the first prize in the members' Portraiture Section at the University Exhibition.



C. W. Clarke won first prize at the University Exhibition with his study in the Still Life (Open) Section.



This Question of Hats

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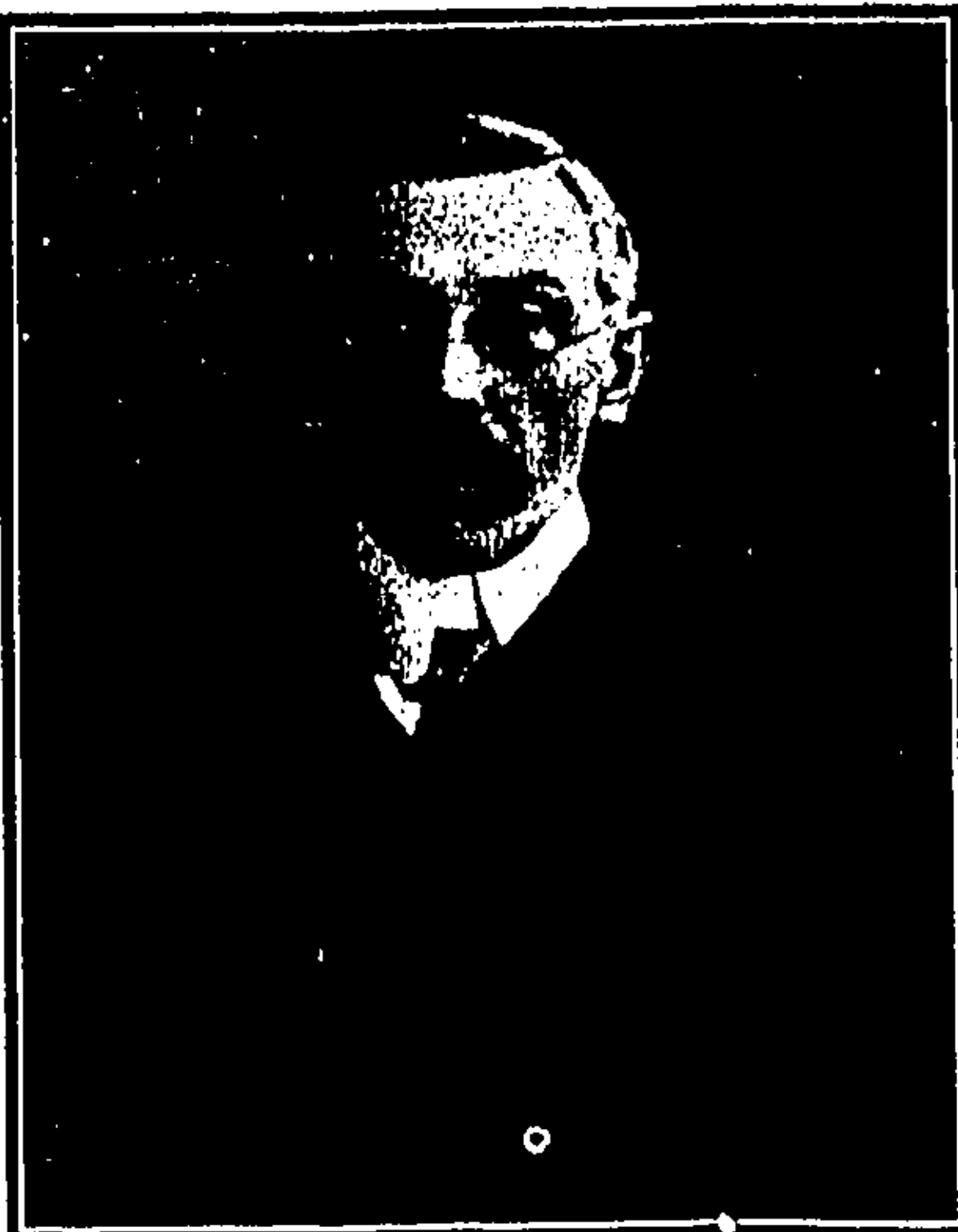
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3 APR. 22

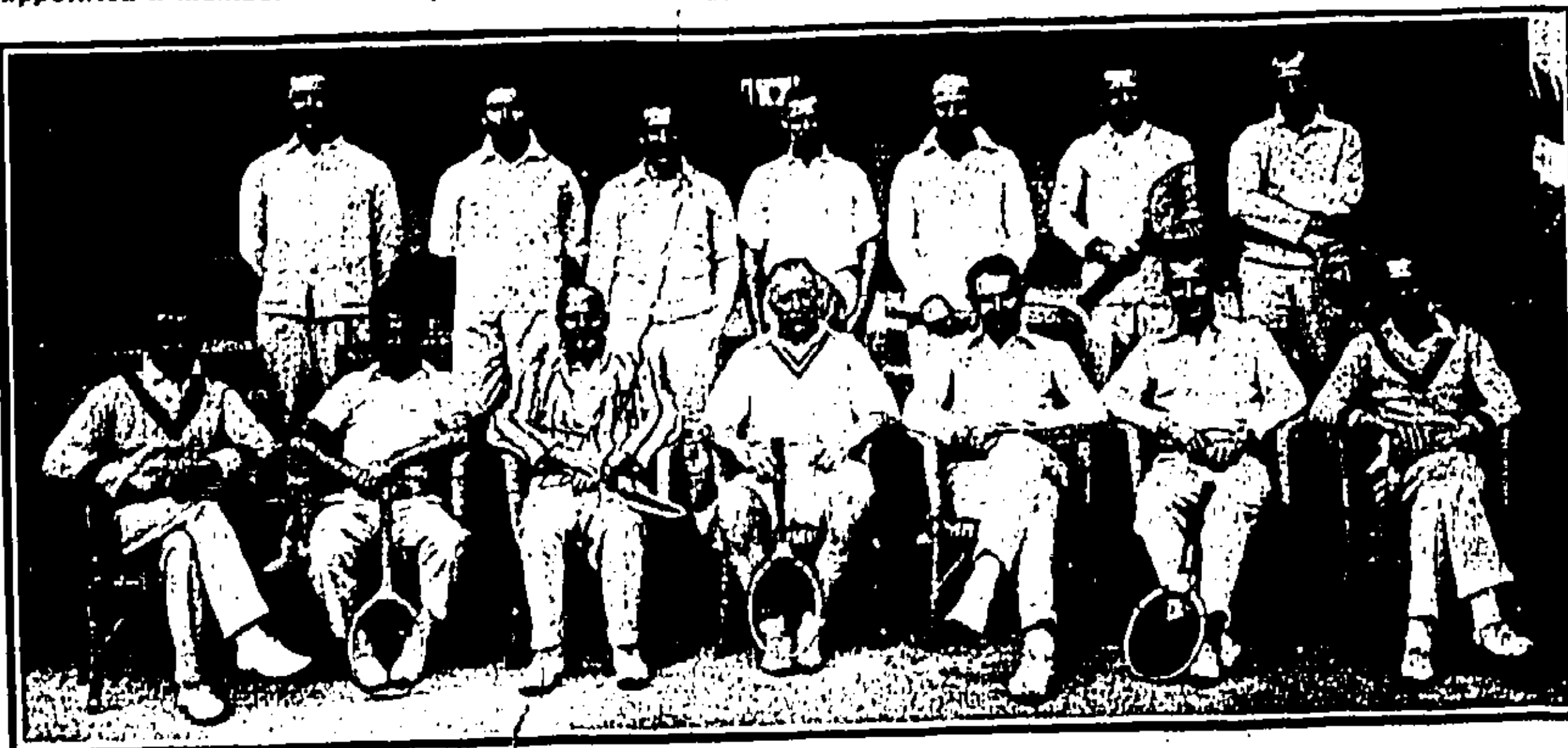
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WINTER SALE
Watch Out
FOR
THE BLUE TICKET
BARGAINS.
MONDAY NEXT.



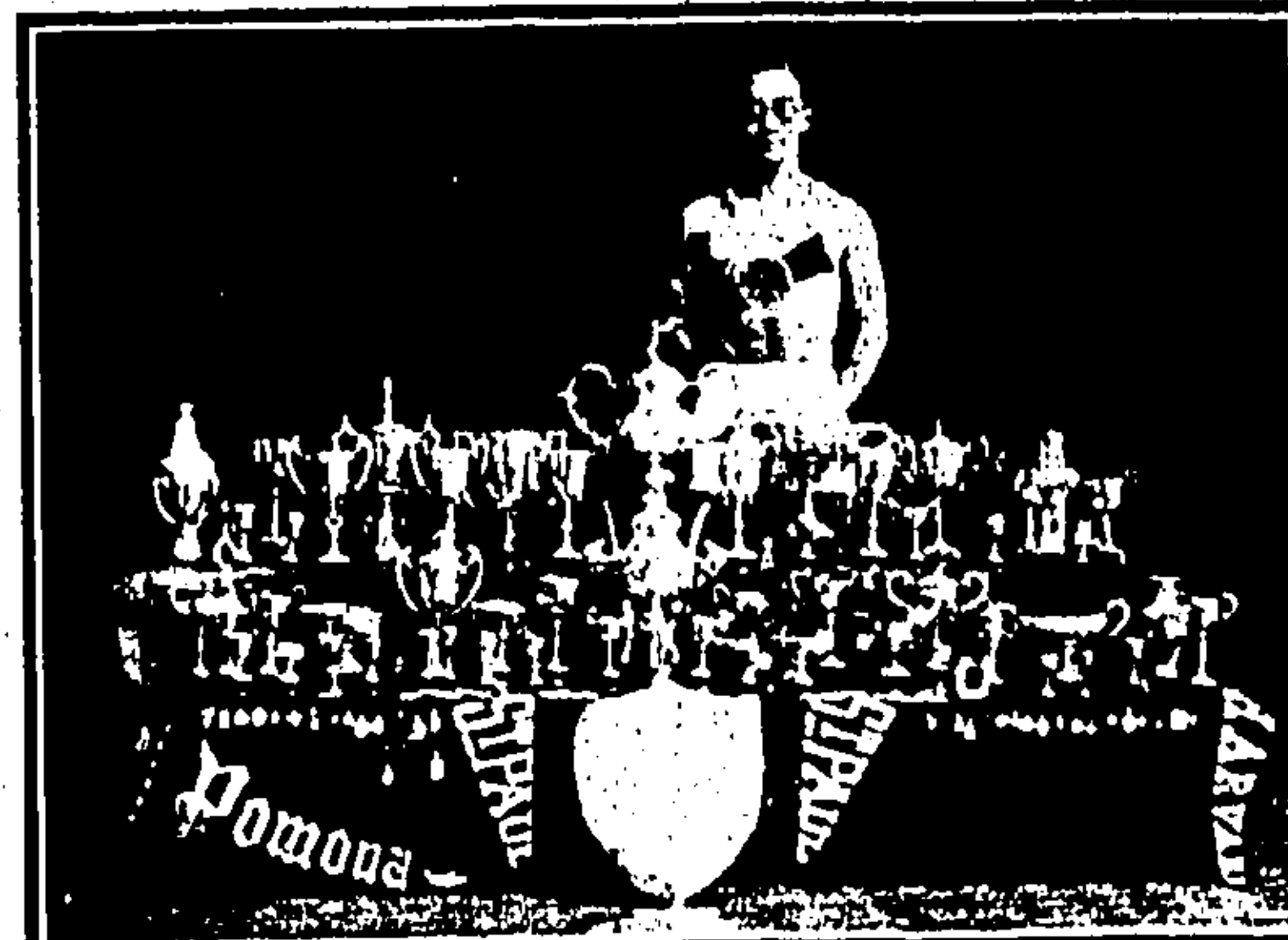
The Hon. Sir Henry Pollock, K.C., who has again been nominated by the Justices of the Peace, without opposition, to the Legislative Council. He was first appointed a member in 1903. (Photo: Mee Cheung).



An interesting wedding took place at St. Joseph's Church on Monday, when Miss Jessica Winters became the bride of Flying Officer A. D. Bennett, after which the above bridal group was taken. (Photo: Mee Cheung).



A men's tennis tournament was held at the Civil Service Cricket Club's ground on Sunday, when the above group was taken. (Photo: Ming Yuen Studio).



Ching Shin-nam, a clever sprinter, who established a record for Kwangtung in the 100 yards race. He is seen with prizes won during the past three years. (Photo: Mee Cheung).



All ready for the start. A snapshot of the Fanling Hounds, taken at last Sunday's meet. (Photo: Mee Cheung).



A happy group of members of the Fanling Hunt, taken at Mrs. Paterson's bungalow last Sunday. (Photo: Mee Cheung).



Graduates of the Medical Faculty of the Hongkong University who recently received their degrees. (Photo: A Fong).



Arts graduates of the Hongkong University. Sir William Hornell, Vice-Chancellor, is seen seated in centre. (Photo: A Fong).



Here are seen Engineering graduates of the University, who recently received their degrees. (Photo: A Fong).



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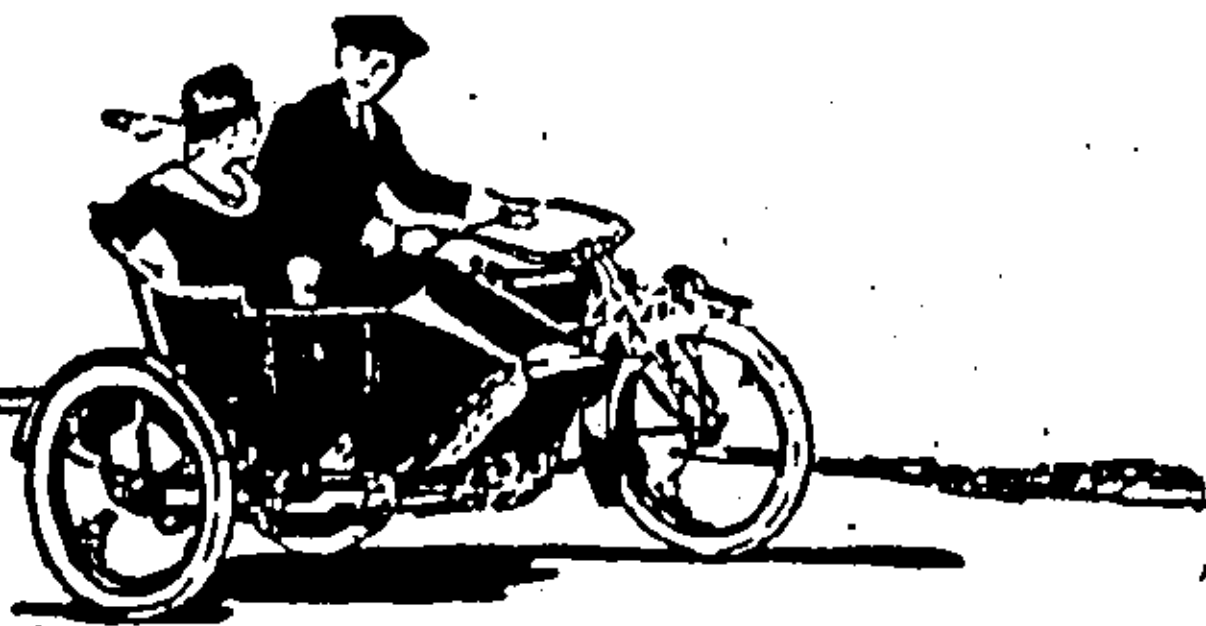
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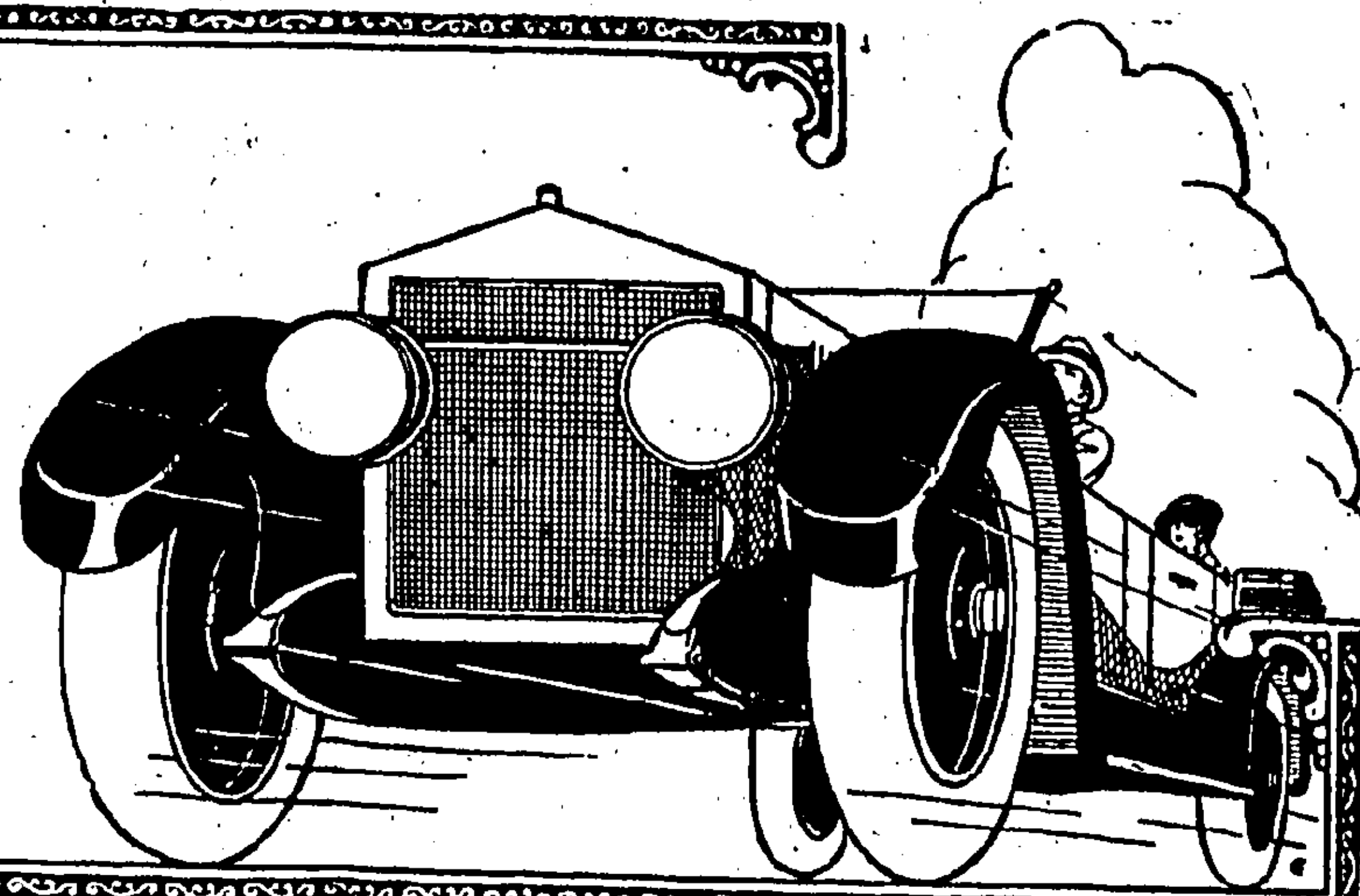
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WHEEL GRIP.

Appreciation Helps to
Lessen Risks.

SOME CONSIDERA- TIONS.

Three separate and distinct
causes of loss of adhesion between
tyre and road are nearly always re-
ferred to by the use of one and
the same word, viz. "skidding."
The writer believes that, failing for
this reason to appreciate precisely
what skidding is, not a few motor-
ists drive in such a manner as to
encourage the contretemps they
seek to avoid on slippery roads.

Let it be said, therefore, that
skidding, strictly speaking, implies
that a wheel, or wheels, continues
to move in its original direction
but either locked by braking or
rotating at a slower speed than
is natural to its rate of progress
over the road. For the sake of
simplicity we can say that only
a locked wheel skids.

Skids and Sideslips.

When a car skids sideways
(usually the rear part only) it is
not necessarily skidding; it is side-
slipping, a form of loss of wheel
adhesion that is encouraged to
occur when the wheel skids.

A side-slip is also likely to occur,
under some conditions, if the third
form of loss of adhesion exists,
viz. wheel spin, which arises from
the sudden engagement of the
clutch with a low gear in use on
a slippery road, or from the sudden
depression of the accelerator
when similar road conditions exist,
especially, but not only, on a low
gear.

Wheel slip is not a source of
danger unless the road speed is
fairly high; if it occurs when the
car is being started from rest no
harm or disconcerting circum-
stance will ensue, apart from the
possibility, on a cambered road, of
the driving wheels side-slipping
towards the gutter.

A skid, however, contains greater
possibilities of harm. It brings
with it, for instance, greatly re-
duced braking effect, for a locked
wheel skids along a slippery road
more readily than a braked wheel
rotating at its normal speed in
relation to that of the car. Then,
too, a skidding wheel is very prone
to side-slip.

Applying those fundamental facts
to practical driving, the following
hints may be given:

Be Gentle.

Do not try to accelerate rapidly,
or drive so that it may be necessary
to use the brakes violently, on a
slippery road, particularly on the
side of a cambered road.

Engage the clutch as gently as
possible when starting from rest
where a side-slip might cause the
car to hit something.

Try to avoid accelerating or
braking forcibly on a slippery cor-
ner.

If the car commences to side-
slip merely because a curve of the
road is being taken too fast, or
another vehicle being overtaken on
a slippery cambered road, do not
apply the brakes.

Do not even release the accelera-
tor violently on a really slippery
road at a corner or elsewhere, for
this gives rise to an engine-braking
effect that may cause the rear
wheels first to skid and then to side-
slip.

Keep four-wheel brakes, especial-
ly the units of the palms, back and
front, uniformly adjusted. If one
brake wheel is locked and skids, road
adhesion is injured.

Do not swerve with the steering
on a slippery road; anticipate the
need for changes of direction when-
ever possible, in order to negotiate
an obstruction in a long and
gradual sweep.

Above all, drive slowly and
cautiously where the road surface
is or may be treacherous, and bear
in mind, for one thing, that oil
drippings at bus stopping places
and elsewhere are a potential cause
of skidding, wheelspin and side-
slip.

M. W. B.

MOTORING ON THE RAILS.

Pneumatics Which May Revolutionise Rail
Travel on Continent.

The chassis was a normal six-
cylinder 30 h.p. Hispano-Suiza; the
driver was M. Marcel Michelin,
one of the members of the great
French tyre firm. I had been in-
vited to take a seat by his side;
behind us were fourteen passen-
gers on Pullman seats. We were
motoring on rails, writes W. F.
Bradley to the "Autocar," speeding
across country in the neighbour-
hood of Chartres at more than
seventy miles an hour.

For the first few minutes it was
rather disquieting to realise that
the steering wheel was disconnec-
ted, to look down on the sleepers
and the ballast, and to estimate
the height we were from the
ground. We have become so used to
gripping a steering wheel and
skimming over smooth, broad, sur-
faces that to run on rails without
any steering gear was frightening.

But it is necessary to explain
why we were motoring on the rail-
road track instead of on the high-
way. It is well known that a train
only secures adhesion by reason
of its weight. Adopt the ratios of
weight per horsepower current in
motor car practice, and the en-
gine would spin its wheels and
remain stationary. To take one
concrete example, a certain local
French train with a capacity for
108 passengers has a dead weight
of 120 tons. But the train is
rarely filled to capacity; it is often
only half filled; not infrequently
the passengers number a dozen, or
even half a dozen—no more than
can be carried in a family touring
car. Think of a passenger car
weighing 120 tons! Under these
conditions, is it surprising that the
local lines are operated at a loss;
a loss so considerable that the
French Government is contemplating
additional taxes on motorists to
meet the deficit.

Michelin's reply to this is:
equip the trains with pneumatic
tyres and reduce the weights to
the ratios common in motor
car practice. After experi-
ments extending over two
years the scheme is au point, as
was proved by the demonstrations
I was invited to attend on a little-
used branch line between Chartres
and Rambouillet.

Testing the Possibility with Aeroplane Fuselage.

To show the possibility of
pneumatic-tyred trains, there had
been built a duralumin aeroplane
fuselage fitted with fourteen com-
fortable seats and having a lug-
gare compartment both front and
rear, on an ordinary Hispano-
Suiza short wheelbase chassis.
The steering gear had been dis-
connected, although the wheel re-
mained in place; the axle had been
widened to suit the track of the
rails, but everything else was
standard, including the gear box,
rear axle, brakes, and even the
shock absorbers. Near the rear of
the fuselage there was another
axle with a transverse spring.

The three axles were equipped
with normal car type detachable
disc wheels having a railroad
flange bolted to them, and equipped
with special pneumatic tyres, in-
flated to 85 lb. per square inch.
The tyres, which are "straight
sides," mounted on the standard
rim of 25x4in. are quite a special
type of 33x4in. It is impossible
to use a bigger section, for the
width of the rail is only 23in.,
and the useful width less than
2in. Another difficulty was that
in case of puncture the wheel must
not drop more than 5/16in. In
order to clear the bolts and other
obstacles set within the rail. This
result is obtained by mounting a
wood ring inside the tyre. In
order to demonstrate the effec-
tiveness of this device a tyre was
instantly deflated by the simple
and effective method of breaking
the valve stem while the car was
running at 55 miles an hour.
There was a report and a puff of
smoke, but nothing else happened.

The passengers stated that they
felt no shock and no unusual
movement of the car was visible
externally. The wheel was after-
wards changed in exactly the same
way as on a car.

Increase of Comfort and Ease by Use of Tyres.

Comfort is undoubtedly in-
creased by the use of tyres. These
experiments were made on a
local line completed just before
the war, and carrying so little
traffic that at one time it was pro-
posed to convert it into a high-
way. At present only three trains
a day run over it, and because of
this light traffic no attempt has
been made, during the last ten
years, to keep the permanent way
in good condition. Despite this,
the Hispano-Suiza train was by
far the most comfortable I have
ever ridden in.

Immense possibilities of in-
creased speed are opened up by
this invention. The fastest train
in France at the present time is
in covering the distance of 95
miles from Paris to St. Quentin in
1 hour 32 minutes, or at practically
62 m.p.h. As I had opportunities
of observing, while riding by the
side of M. Michelin, the engine
could very rapidly be revved up to
a speed of 2,000 r.p.m., which was
equivalent to 62 m.p.h., and we
could hold it at 75, and even 80
m.p.h. This, it should be noted,
was over one of the worst perman-
ent ways in France. With a big-
ger and slower-running engine,
carefully selected gear ratios, and
an even better body than the
aeroplane fuselage in which our
passengers were carried, it is pos-
sible to foresee, in the immediate
future, pneumatic-tyred trains
running at 125 miles an hour, in
the silence of a high-class car
running over a perfect road. On
the road we should consider this
result as quite normal; judged by
railway standard it is quite ex-
ceptional.

Another interesting feature is
the remarkable silence of the
pneumatic-tyred train. Briefly, it
is the silence of a high-class car
running over a perfect road. On
the road we should consider this
result as quite normal; judged by
railway standard it is quite ex-
ceptional.

These new trains have to adapt
themselves to existing rails, but

there is no reason why there
should not be the same develop-
ment towards balloon tyres as in
car history. Permanent ways
could be laid with much wider
rails, allowing the use of wide-
section tyres, giving still greater
comfort and allowing of heavier
loads.

Braking Ease Another Good Feature.

Another good feature is the
ease of braking. With the normal
servo-operated Hispano-Suiza four
wheel brakes, and a direct hand-
brake on the third axle, the train
could be brought to a standstill
from its maximum speed in about
100 yards. With the pattern of
tyre employed, the front tyres tend
to dry the rails by suction, leaving
a clean, dry brake.

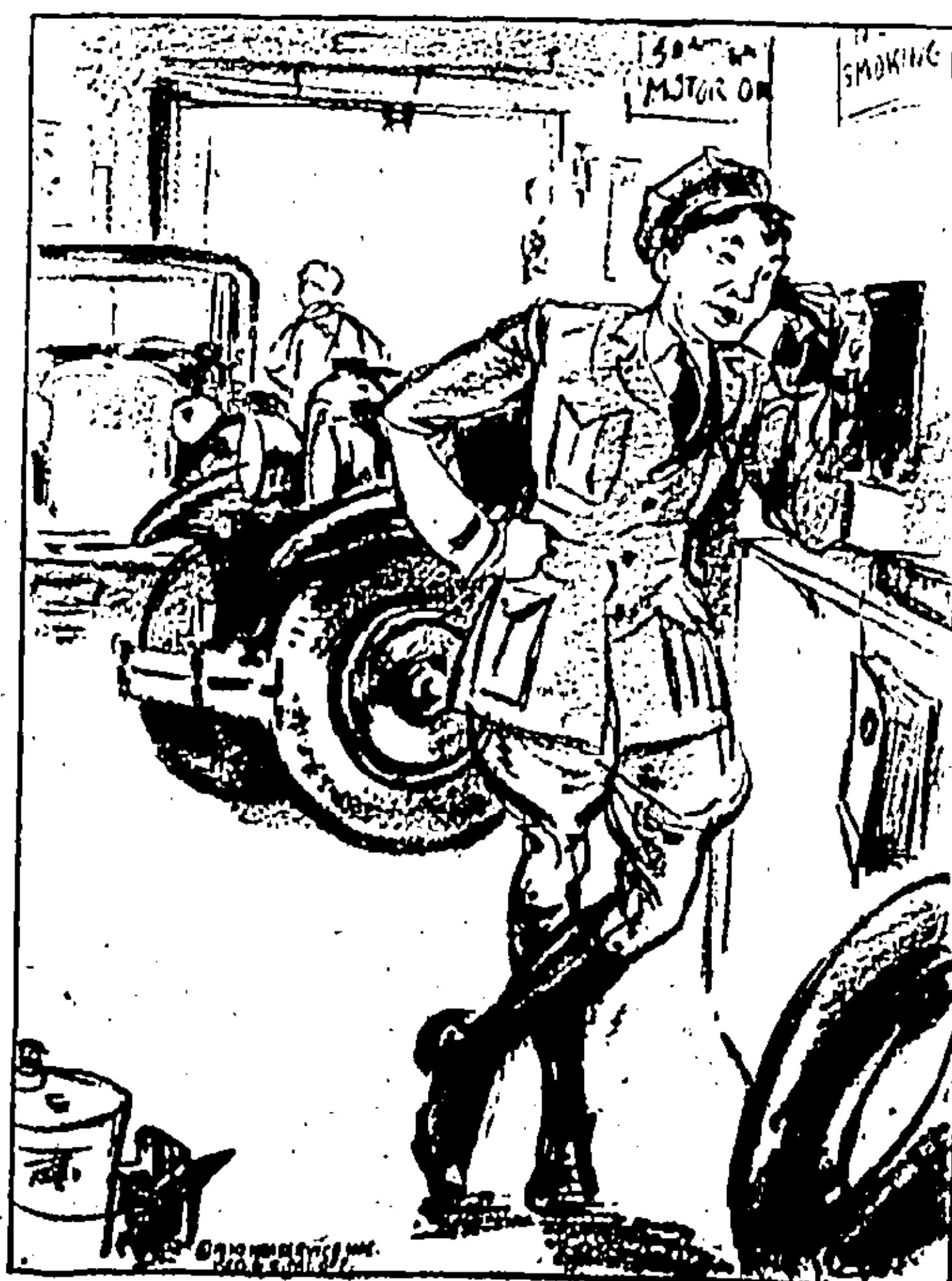
For the present, French rail-
way companies are not interested
in a train of the Hispano-Suiza
type, and this model has only been
built to reveal the possibilities.
Further, there is a national regu-
lation which forbids any speed
higher than 75 m.p.h.

The railway companies, how-
ever, are interested in faster and
more economical haulage on the
local lines, and because of this
a 24-passenger car has been built,
equipped with a 20 h.p. Panhard
and Levassor sleeve-valve engine.
This has five axles, all shod with
pneumatic tyres on detachable
wheels, one of the axles being
driven direct and the other by
chain. The coach has a dead
weight of 4½ tons, and carries a
useful load of more than two tons.
The petrol consumption is rather
less than that of a road vehicle
carrying an equivalent load.
Maximum speed is 55 miles an
hour, and an average speed of 50
miles can easily be maintained.
Because of the superior braking,
it is quite possible to run these
equipped petrol coaches on local
lines without signals, and also to
stop them not only at stations, but
at any wayside places where pas-
sengers desire to be set down.

Whereas about thirty years ago
the pneumatic tyre revolutionised
road travel, it will be interesting
to see if it can also revolutionise
rail traffic. The possibilities of
this new application are un-
doubtedly immense.

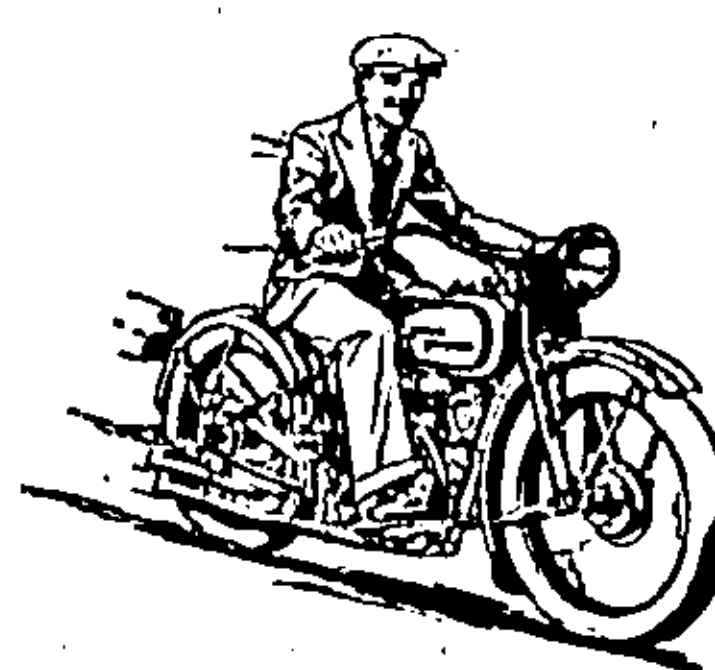
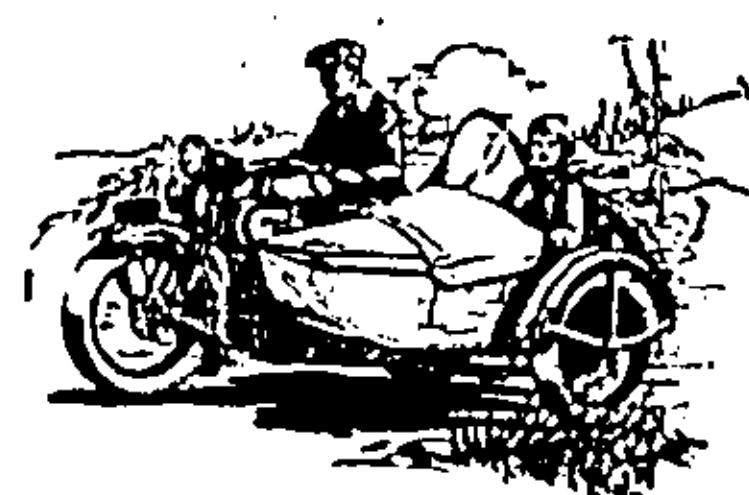
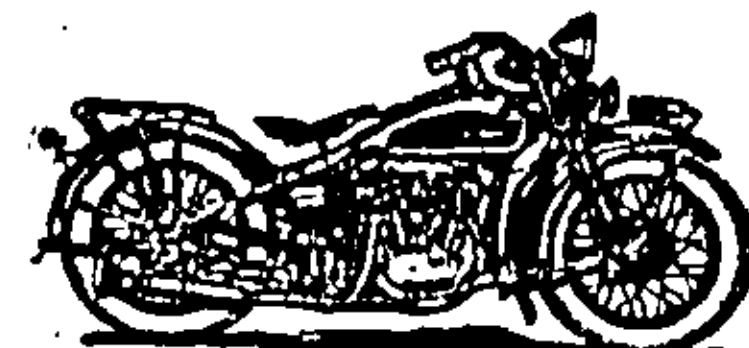
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"Well baby, I talked the boss into buying that roadster we
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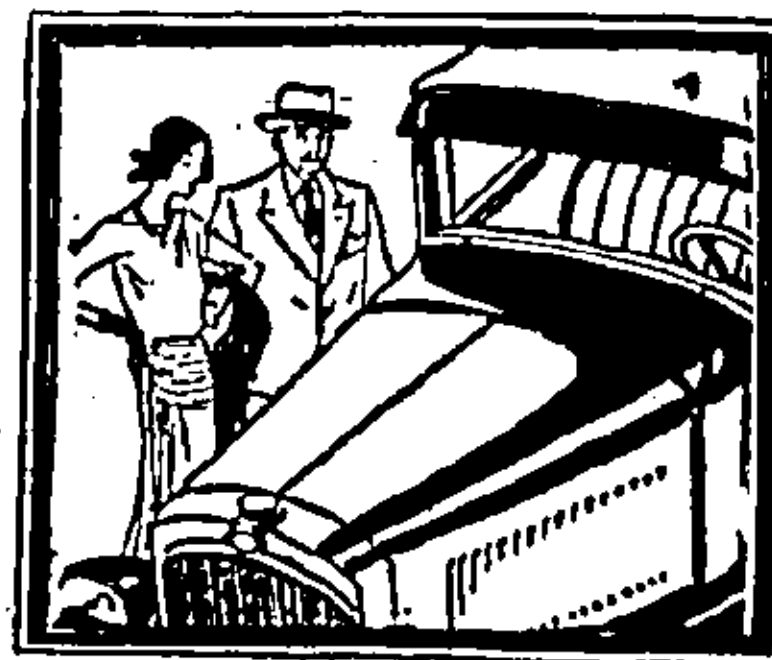


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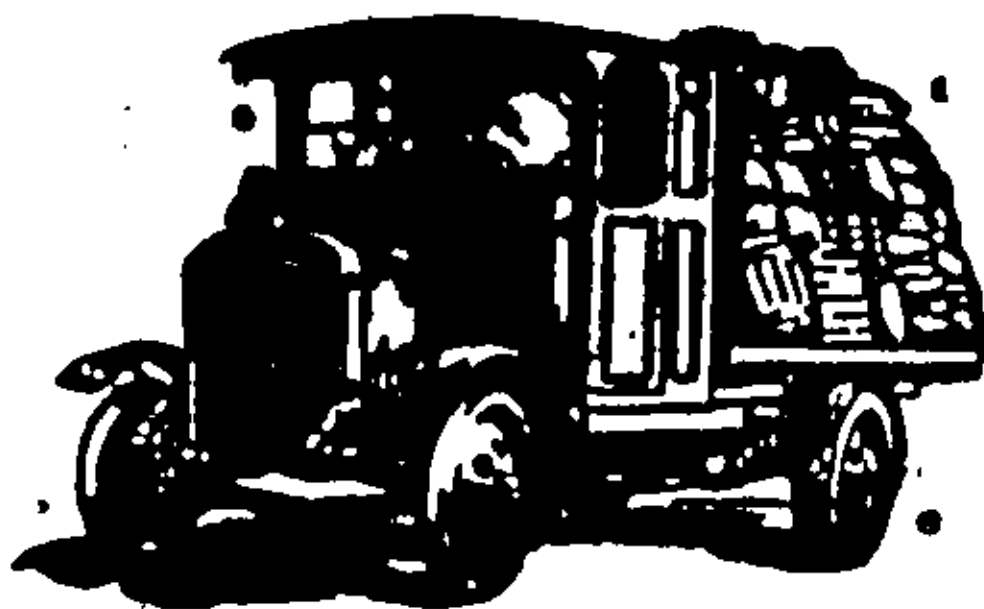
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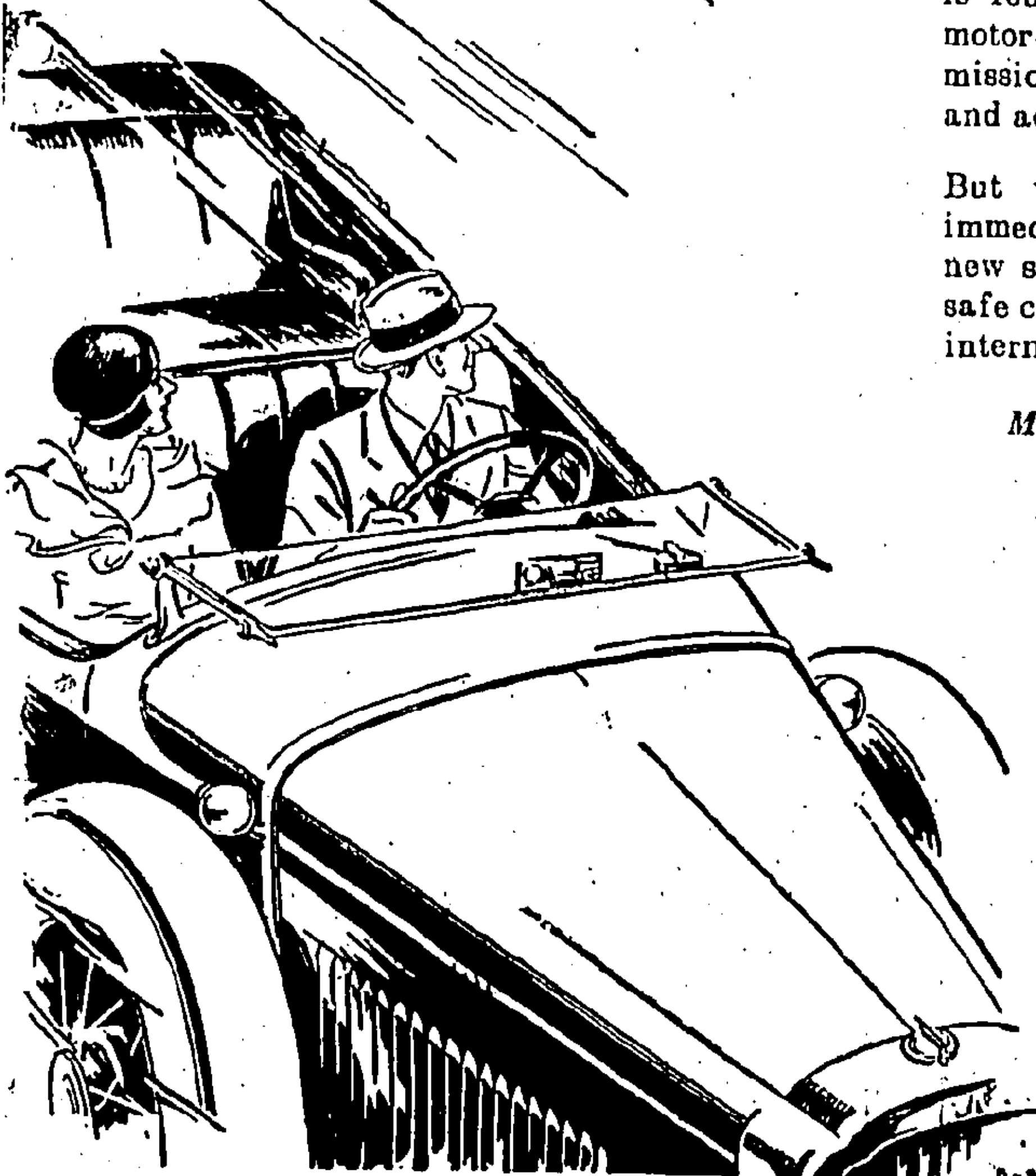
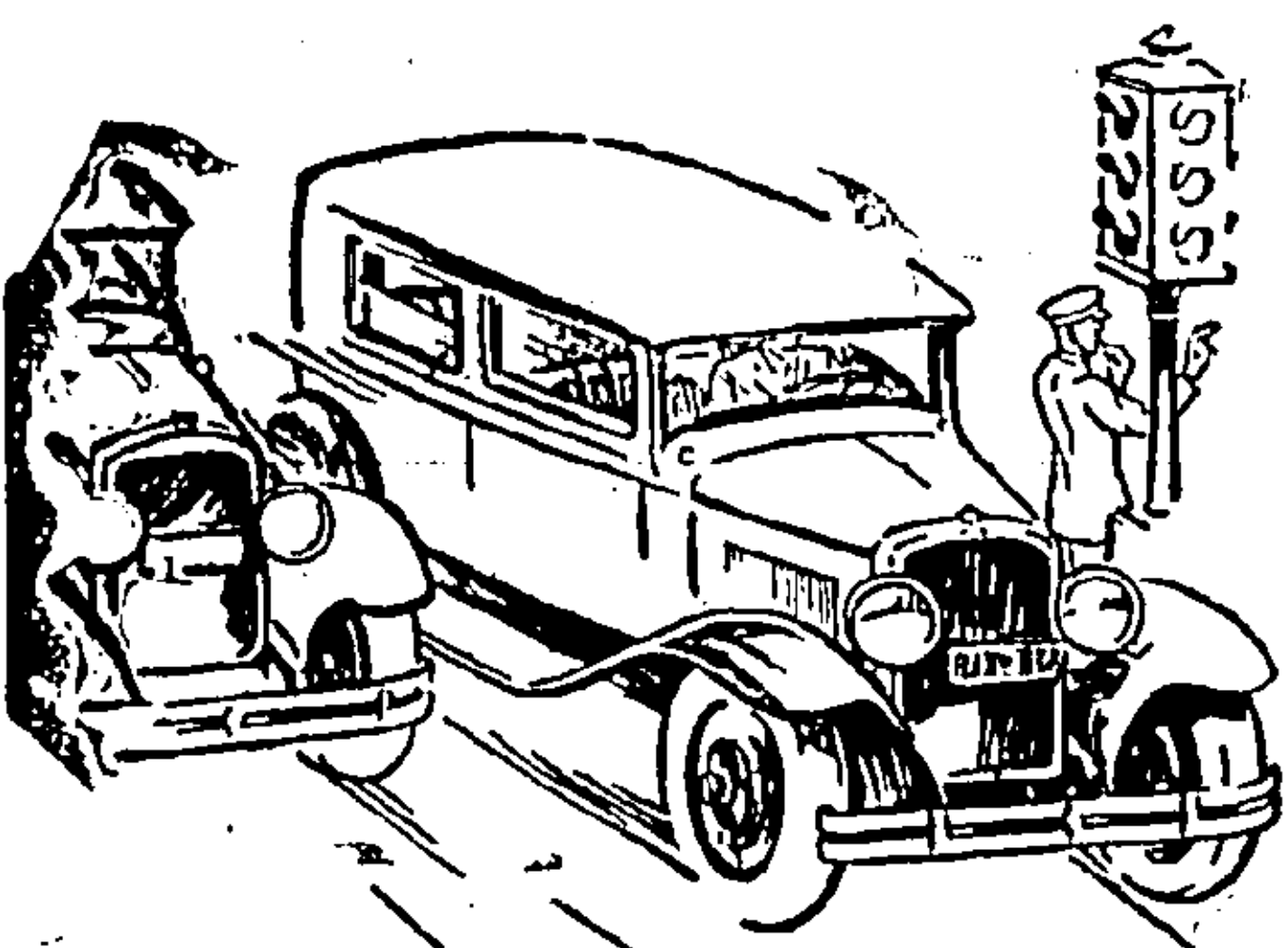
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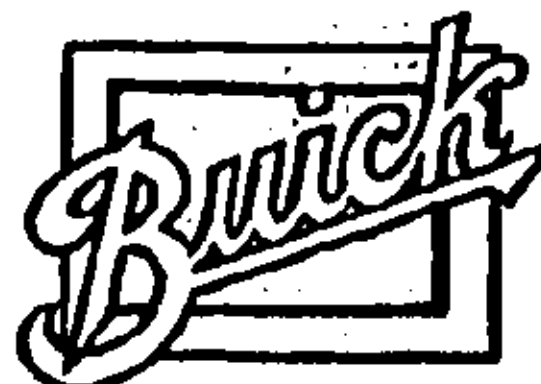
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The New

BUICK 8

The Eight with Buick's Prestige

GEORGE BUYS A CAR.

The Story of an Interesting Drive.

GEORGE descended upon me in the club. "I've bought a car," he said.

"Oh, that's very nice, George," I said. "You can take me out to golf on Saturdays now."

"Well, of course I can't drive very well yet," he said.

"No, of course," I said, "but if you want practice I'll come with you on Saturday."

"Sure you don't mind?" said George.

"Not a bit," I said. "I'm not nervous. Anyway we can take it easy so that if we do hit anything we won't be completely smashed up."

"No, that's true," said George, without enthusiasm.

"Where do you keep it?" I asked. "We have a garage beside the house," said George, "but it's rather small, and the pathway is a bit narrow, but we'll get used to it in time."

At two o'clock on Saturday I arrived at "The Acacia" and found George sitting up in an arm chair with the instruction book on his knees. At irregular intervals he stamped with his left foot, tweaking an imaginary accelerator with his right.

"It's no use," he said at last. "I can't change down."

"You needn't worry about that," I said, "as long as you can change up. Whenever you want to change down you simply stop and begin at the bottom again, and work your way up to the gear you want."

"I hadn't thought of that," said George, brightening up considerably. "Let's have a try. I expect I'll soon master all those double-somethings."

"That's the spirit, George," I said. "Forward to the fray."

"We have only two inches to spare at either side," remarked George as we arrived at the garage door, "so I have to climb over one of the rear wings and open the door at the driver's side. I can then insert myself through a nine-inch slit."

This he did in excellent time, which indicated that he had been putting in a spot of practice.

"I suppose I ought to flood the carburettor," said George. "All the best people do, but I can't get at it while the car is in the garage."

"You could flood it before you bring the car in," I suggested, but George pooch-pooched the idea, assuring me that the petrol would surely evaporate before morning.

"What's that got to do with it?" I asked.

"Oh, I don't know," said George, "but all the people I know with cars flood the carburettor until petrol trickles on to the ground. After that the engine starts quite easily."

"Pour some on to the ground out of your spare can," I suggested, but George who crouching over the steering wheel, surveying his surroundings, apparently deciding that this was insufficient for a really good start, he grabbed at something else with his hand, and immediately a cloud of smoke issued from the exhaust pipe, indicating even to my uninitiated eye that things were indeed happening.

What did you do? I shrieked to George above the hum of the car.

"Oh, I forgot to switch on—very tricky remembering all the things at once; she ticks over well, doesn't she?" roared George.

"Yes," I bellowed. "What about bringing her out now?"

"All right," said George, wiggling his ears and peering into the gloomy depths below the dash. George wiggles his ears in moments of stress, so I wandered down the path to allow him to think out the problem in peace. After waiting a moment or two, as nothing whatsoever had happened, I strolled up the path again, and had almost reached the garage door when the car leapt backwards at me. I saved myself by sidestepping into the chrysanthemums; with the same alarming all-of-a-suddenness. The car stopped and George looked out with a slightly ruffled air.

"It's all a matter of practice, I can see," he informed me.

"Yes, I can see that," I said. "Do you think you've had sufficient to reach the roadway in safety?"

"I can find reverse easily now," he continued. "There's a little catch arrangement on the gear lever which has to be pulled up, then you push the lever as far away from you as you can towards the ash-tray, and there you are."

"Good," I replied. "Now, in negotiating the gateway, should you be pressed for room, I suggest you take the wooden support on the left in preference to the stone pillar on the right. It will be less destructive and more easily replaced."

"I'll manage it easily," said George, and to prove it he shot straight backwards into the middle of the road, making a perfect exit and completely blocking the road.

"I'm getting the hang of it now," he said when I overtook him. "It's much simpler than it looks."

"Very much, I'm sure," I said, for I had the impression that George had let go the wheel during the launch. I didn't dwell on the point as the traffic block was increasing at an alarming rate and George's attention was already fully occupied.

After screaming along for about half a mile on bottom gear I suggested that we might try another gear, as this one was bound to be getting a bit tired.

"Don't rush me," said George with a strained look. "I've got to get the feel of the car first."

"By all means," I said, "Just take your time."

He suddenly seized the gear lever, however, and kicked at one of the pedals. There was a terrifying noise, and the car executed a sort of mechanical hiccup. George sat back with a smile of content. "I've changed gear," he said.

"Is that what it was? I thought we had dropped the gearbox," I replied. "Anyway, let's hang on for a while before you do it again."

"We're doing twenty," said George, after another mile or so.

"Twenty what?" I asked. "Miles per hour, of course. The dial beside the clock says so," he replied.

"That's not miles per hour," I said, "that's pounds per square

BAD DRIVING.

"British Drivers Best."

By S. F. Edge.

I OFTEN wonder, when I see motorists starting off from rest as if they were competing in a mile race, whether they realise the extra wear and tear they are thus putting upon their engine and transmission, and the effectiveness with which they are shortening the life of their tyres. Drivers of this type are wont to start on first speed, after violently accelerating their engine, then get in their second and do the same thing, repeating the procedure through the whole range of available gears.

This causes wheel spin and unfair wear on the tyres; considerable clutch slip is often resorted to as well, causing heat and wear in the clutch, and the gears are damaged by being slammed through. Such atrocities upon the car are not confined to the process of starting; the type of driver I have in view generally pulls up in a fairly long slide on his tyres with still more serious wear and tear on them.

The Influence of the Stars.

Of course, the derivation of much of this sort of driving is sheer primitive desire to show off, but I think a little of it arises through watching the starts of races at Brooklands, for instance. It is noticeable after a race meeting, or a hill climb, how the ordinary motorist tends to copy the racing styles of the competitors, both in starting and stopping; it is admittedly spectacular, but it is most expensive, both for the tyres and the mechanism.

In the early days of motoring it was most interesting to watch foreign drivers arrive at a hotel entrance a la Jenatzy, who in the early part of this century was by far the fiercest driver in races. It was his sensational custom on arriving at every control in a race to lock his wheels and slide along, his tyres shrieking in agony at the outrage inflicted on them; this wicked style became the fashion with the typical Continental driver, and in this noisy and alarming manner he made a point of arriving at his hotel. When he resumed his journey he felt that all eyes were upon him, that it was incumbent, if he wished to maintain the high level of admiration as a driver that his arrival has earned, to start off with a violent rush, his back wheels spinning and leaving samples of rubber on the highway.

So it will be seen that there is nothing modern in the bad sort of driving I am drawing attention to; it is just a slavish repetition of what was done by those early motorists who strove to mimic the racing driver, only there is less excuse for it now.

Those of us who belonged to the other school, who nursed their cars, spared the mechanism unreasonably and uncalled-for shocks, and fondly called upon the tyres to perform such duties as they were designed for, gradually developed the quiet smooth running British car as opposed to the rough and boisterous demons of

Inch—whatever that means.

"Oh," said George, rather resentfully, "I believe it has something to do with oil, it tells you how much pressure you have on the bearings."

"What bearings?" I asked.

"Oh, bearings, you know," said George vaguely, "things inside the engine—got to keep them cool or the engine will stop. Anyway, it doesn't matter. I'm going to try third gear."

He sat up tensely for a moment or so.

"Where's third?" he said. "Can you reach the instruction book? It's on the back seat."

Before I could reach it George pulled himself together, stamped vigorously, and gave the gear lever a powerful prod. There was another minor earthquake and the car shot forward. George was undoubtedly a trifle shaken, but remarked cheerily, "We're all set now."

Strangely enough we were, and we arrived home comparatively intact. There was the trifling loss of one wing and a quantity of paint, but there was the compensating acquisition of two fowls, part worn and bought at an inflated figure, and one cut, jettisoned, however, en route.

I phoned George the next day. "Well," I said, "are we playing golf to-day?"

"No, I'm afraid I can't," said George. "I'm teaching the wife to drive."—R. M. M.

power such as the German racing car Jenatzy used, with its big brakes, and coiled spring clutch that was either in or out and could not be slipped.

Cause and Effect.

It entertains me to speculate as to whether it was the nature and behaviour of those cars that evolved the type of driver, or was it that the driver of that day called for a car of the type he got? I am inclined to think that the latter was the real position, for there were brilliant Continental engineers then ready and able to give the crack driver what he believed he wanted.

Our experience in this country developed much more careful driving. For instance, our tyres were most delicate; at less than a fifty miles run at forty miles an hour they were inclined to fall, or even burst; they got so hot at that speed one could hardly handle them without gloves when repairs were started.

So merely on account of tenderness of the tyres the wise ones started quickly and smoothly, and when pulling up, came to a halt, as far as possible, without the brakes in action save for the last few yards.

To those who have not gone through the experiences it is probably difficult to realise adequately how the mechanical troubles of the early days forced designers to evolve gradually the luxurious and trouble-free motorcars of this present time. Why, the last little six-cylinder model that I had did 22,000 miles on its one set of tyres, and they were then good enough to sell it with. A big saloon I have had done 15,000 miles and the tyres look good enough to repeat the performance.

Economical High-speed Engines

It often makes me smile when people criticise the modern engine on the score that it runs too fast. It is precisely this ability to turn round fast that makes it possible for the light but sturdy small car of to-day to be put on the road in its thousands.

We did not have them in the earlier years, not because we did not want them, but because they could not be built; there was neither the requisite machinery, nor the highly developed metals. Truly the present high speed motor is a real marvel, the very possibility of it was scoffed at by leading engineers only a few years ago. However, we now have them, thanks to men like Sir William Morris, who took his courage in both hands and gave us the marvellous Morris at such low costs that it places that perfect road carriage of to-day within the easy reach of many, many thousands who only a very short time ago rarely, if ever, travelled beyond their own immediate locality from one year's end to another.

State Senate of North Carolina is considering a bill which would impose a "luxury tax" on all sales of automobiles.

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MOTOR SPIRIT FROM COAL

Experiments in Great Britain with the Hydrogenation Method.

The British motorist of to-day, purchasing his supplies either from the national facilities supplied by the large importing and distributing companies, or from the numerous other enterprises, may not be particularly interested in the fact that this country is seriously considering the possibility of the substitution—at some future date—of home supplies of motor spirit from home sources. Nevertheless, the subject is engaging—as it has engaged for some years past—the serious attention of those who can see immense possibilities in the utilisation of our coal resources with regard to the demand for liquid products, i.e., motor spirit and other petroleum requirements. It is well known that to-day this country is dependent upon imported motor spirit supplies to the extent of nearly ninety per cent. of its requirements, and the suggestion has often been put forward that it is imperative that something should be done to develop commercially these vast channels of scientific research which have told us that it is possible that, from our own supplies of coal alone, we can be practically independent of foreign supplies, writes Albert Lidgett, editor of the *Petroleum Times*. The suggestion is encouraging, though not entirely convincing.

It is said that our dependence in this matter is dangerous. Great Britain, however, next to the U.S.A., is the greatest consumer of petroleum fuels in the world, and—for the time being at least—this country must import practically the whole of its requirements. Those requirements are drawn from many different sources; its custom is almost as important to those who supply the oil as is Great Britain's need of the same, for the reason that the loss of that custom would be a severe economic blow. With a whole lot of countries anxious to sell us oil, the idea that this country might suddenly be deprived of supplies is far-fetched.

In the Event of a Naval Blockade.

It suggests that we should be at war with about half the world, and if Great Britain is ever effectively blockaded to the extent of not being able to get oil from abroad it must mean also that supplies of food from abroad would also be excluded, and that its people must be starved into surrender in a short time.

The other reason advanced for developing a home oil industry based on coal is that it would greatly relieve the distressed mining industry. It has been pointed out rather frequently by various experts that if all the oil consumed in this country were obtained by the hydrogenation of coal the quantity of coal required would only be of the order of a few million tons per year, and by no means so important as the annual fluctuations in the quantities of our coal exports. Consequently, the benefit to the British coal-mining industry could not be very substantial. On the other hand, if it were decided to obtain the oil required from the low-temperature carbonisation of coal the quantity of coal required for home consumption would certainly be increased, perhaps by twenty-five per cent. But there seems little reason to suppose that this comparatively low oil yielding method providing about twenty gallons of crude-oil material per

ton would be selected in preference to direct hydrogenation, which method would yield several times the above quantity of crude oil per ton of coal.

Granted only a few special coals are readily suitable for use by the hydrogenation method, there would be no difficulty in obtaining these in sufficient quantities. In considering therefore whether it is worth while to make large sacrifices to establish a home oil industry on a very large scale the time element must not be ignored. With every encouragement, and by the most strenuous efforts, such an industry must naturally take many years to establish. Moreover, the capital requirements would be on a colossal scale, and it is difficult to see how these could be provided, except gradually over a very considerable period of years. Incidentally, the fact that Great Britain spends something like £40,000,000 annually to provide herself with oil fuels imported from overseas is an impressive one, but it is relatively insignificant when compared with the huge sums expended for imported foodstuffs, much of which could also be produced in Great Britain if it were economically worth while.

Large Industry for Home Oil Production.

The whole question of whether we are to establish a large industry of home oil production from British coal, or rely, as we have hitherto done, on imported motor fuels, boils itself down to the question as to whether it is worth while to make the necessary sacrifices to render the country independent of overseas oil, and, if so, whether the nation is prepared to pay the price.

Here let us look at a few facts as they appear to the motorist. With the excise tax of 8d. per gallon, the motorist is able to purchase the highest possible value spirit—that is, the best grade of the whole of the combine companies—for 1s. 4½d. per gallon is bulk at the pumps. Other brands are some pence per gallon lower, and many of these are really good motor fuel. Admittedly, the price is fictitiously low; that is why the Chancellor of the Exchequer has dropped another 2d. per gallon on the fuel. But the whole position as it exists at present is very temporary. The major portion of our spirit requirements comes from the United States, and there, not only are prices very low, but ocean transport facilities are on a scale the loss of which has never before been experienced. Indeed, fleets of tankers are to-day laid up, the owners finding it is better to charter tankers for their purposes and pay the laying-up charges. Incidentally, the other day a tanker was chartered from Constantinople to U.K. at a price of 6s. 9d. per ton; normal prices would have been more than double. Such is the state of the ocean transport market. But there are other factors which to-day count.

The world knows that crude oil has been overproduced recently, and hence the price of refined products has been insufficient to pay operating costs. The consumer in the United Kingdom has benefited from this abnormal state. But American operators have learned the story of the evil of unnecessary production; the result is that output is declining and many fields are producing not one-half of what they were a few months ago.

As a result there is a rise—and a very substantial one—in crude-oil prices, which must, of necessity, bring about an increase in refined-oil prices. The ocean oil freight market is also showing signs of levelling itself. And we have the very recent departure from the Gold Standard, which makes motor spirit purchases from the United States dearer. And here comes the direct suggestion that motor-spirit prices in this country must shortly advance; there is no other alternative. To-day motor spirit can be landed at Thames Haven storages for about 3d. per gallon; add to this the 8d. per gallon excise tax, and the commonsense reader can figure for himself about how long this state of things can last.

Cost of Production of Coal Petrol. But let us get back to the question of British oil from British coal. Within the past weeks hundreds of colliery owners have been privileged to witness the extraction processes carried out at a British colliery. The petrol produced is admittedly a first-class one, and, by the use of catalysts, the particular variety of product can be varied at will. Perhaps the most interesting information imparted to the writer was that a high-grade petrol can be produced from coal at something like a cost of 7d. to 8d. per gallon, after providing for depreciation and overhead expenses. But this is a long cry from the present prices the motorist has to pay for his motor spirit, minus tax. Quite apart from the pronouncements of Imperial Chemical Industries, it is now generally recognised that the production of motor spirit from British coal is possible. Lord Rutherford recently confirmed this in the House of Lords, but he emphasised at the same time that, if the British people determine that their motor-spirit supplies must be furnished from British coal, they must be prepared to pay the price. This means, of course, that a home oil industry—suggestive of covering our major requirements in petrol—must be protected by a high tariff on imported oil products, making its price to consumers probably very considerably more than it is at present, and quite irrespective of the excise tax.

Members of the Institute of Fuel have recognised this fact ever since petroleum spirit has been cheap in this country. The talk of supplying all the oil requirements of the nation from the coalfields of the kingdom, once seriously advocated by men regarded as fuel experts, has been dropped, because even the most enthusiastic of such advocates has become impressed with the fact that it is hopeless to expect home-produced oil fuel to compete successfully with overseas petroleum oils imported into this country without restriction.

Even the differential of 8d. per gallon, due to the tax, between motor fuel from coal and that from foreign petroleum spirit is likely to prove far too small to permit a home oil industry to develop commercially so long as the basis prices of imported motor spirit remain reasonable. In these circumstances the British nation can only be supplied with home-produced oil if it is prepared to pay a substantially higher price than that at which it can purchase imported petrol. The development of a home oil industry depends upon how far the nation is willing to pay for the independence of its oil supplies from other countries.

Discussed by the British Association.

The chemistry section of the British Association discussed the subject at a recent date. At the meeting some very definite opinions were expressed by well-known scientists. Sir John Cadman has come to the conclusion that while oil for a long time to come would be largely produced in desert regions (the naturally referred to Persia, Iraq, etc.), the effort to make Britain self-supporting in the production of oil would, he believed, be to cut our own throats.

The director of the Imperial College of Science—Mr. H. T. Tizard—was no less definite in his conclusions, for he stated that the real question was not whether coal could be converted into oil, but whether it would be economic to do so. A comparison of figures led him to the conclusion that it was just barely possible to make oil by coal hydrogenation, but that it was very unlikely to be an economic advantage. Any other estimate he regarded with the greatest scepticism, and though hydrogenation of coal this country could not only potentially but actually produce motor spirit at a price which experience had shown to be by no means prohibitive to the road transport industry, there was no possibility, so far as he could see, of producing it in competition with natural oil.

There is, however, another side to the question, and that is the one put forward by the enthusiasts of coal hydrogenation for the production of motor spirit in this country. This mass of opinion favours the encouragement of research, even to the extent of substantial State subsidies for the erection of commercial plants. This work might reasonably be expected to pave the

NEW HEAVY OIL MOTOR.

British Invention With Great Future.

WORK FOR THOUSANDS.

By a Motoring Correspondent. "In five years' time I expect to see private cars using heavy oil fuel in place of petrol," said M. Adolph Saurer, the well-known Swiss motor-car engineer, to me yesterday.

The occasion was a luncheon given by the Armstrong-Saurer Commercial Vehicles, Ltd., at which it was announced that this associated company of the Armstrong Whitworth group were making commercial motor transport vehicles equipped with heavy oil, using compression-ignition engines which were built at Scotswood, Newcastle-on-Tyne. No longer, stated the Chairman, Major-General G. P. Dawney, are Armstrong Whitworth makers of armaments. "To-day we are making ploughshares out of swords; and in road-transport vehicles of the character described we see a chance of enormous development to the benefit of British-built motors especially in countries such as South Africa."

Lieutenant-Colonel P. D. Ionides, Chairman of the manufacturing company and Vice-Chairman of the whole of the Armstrong group, said that by the launching of a well-tried heavy oil vehicle such as the Armstrong-Saurer, built at Newcastle-on-Tyne, it was hoped to give work to some thousands of people.

Safety From Fire.

"We are building a six-cylinder heavy oil engine," he added, "as the power unit of various types of chassis, because of its safety from fire risk and its low-running costs—about two-thirds that of a petrol engine." Already there are 1,000 vehicles of the Saurer design running in England, and one user of these heavy oil motors has completed nearly 82,000 miles on one vehicle this year without a single day's rest for repairs or overhaul, in transporting fish from Grimsby. The new Armstrong-Saurer commercial chassis were to be seen at the Commercial Transport Motor Show, which opened at Olympia on November 5.

There was a four-wheel 6-ton chassis, a six-wheeler carrying 12 tons, and a four-wheeler four-ton high speed chassis for coaches and fast freight work. Running normally from 1,600 to 2,000 revolutions a minute, this new heavy oil Armstrong-Saurer motor can speed up, it is stated, to 3,500 revolutions a minute, silently and with freedom from vibration or noise. The engine is fitted with electrically-heated plugs so that it can be started from cold within 20 seconds.—Ex.

THE RIGHT WAY.

Metal Tyre Cover Problems.

With metal tyre covers becoming more and more popular every day, it is high time that motorists learn the correct way to put them on and off the spare tyre. Properly approached, it is a very simple operation says "Service Sam" (Studebaker). On the other hand, if you go about it blindly, it is apt to prove rather a touchy job. Here is the easy way to put them on: Hook the front end over the tyre. Now the problem is to get the back end of the cover in place and that's where most people get into trouble. If you will observe carefully, however, you will find a small hook on the back side of the cover. By pulling on this hook, you spring the cover sufficiently to allow it to slip over the tyre easily. The hook should be clasped firmly and pulled with a quick jerk upward and outward in the line with which the hand hook it set.

Now, it is necessary only to give the cover a push with the hand and it is right in place. You will find that it is much easier to install the metal tyre cover if the wheel is dismounted. To remove the cover, simply reverse this process.

To avoid any possibility of marring the surface of the cover, it is a good plan to give it some protection from the damp of the spare tyre mounting fixture. A piece of heavy adhesive tape for each clamp is supplied with these covers. This should be adhered to the under side of the clamps.

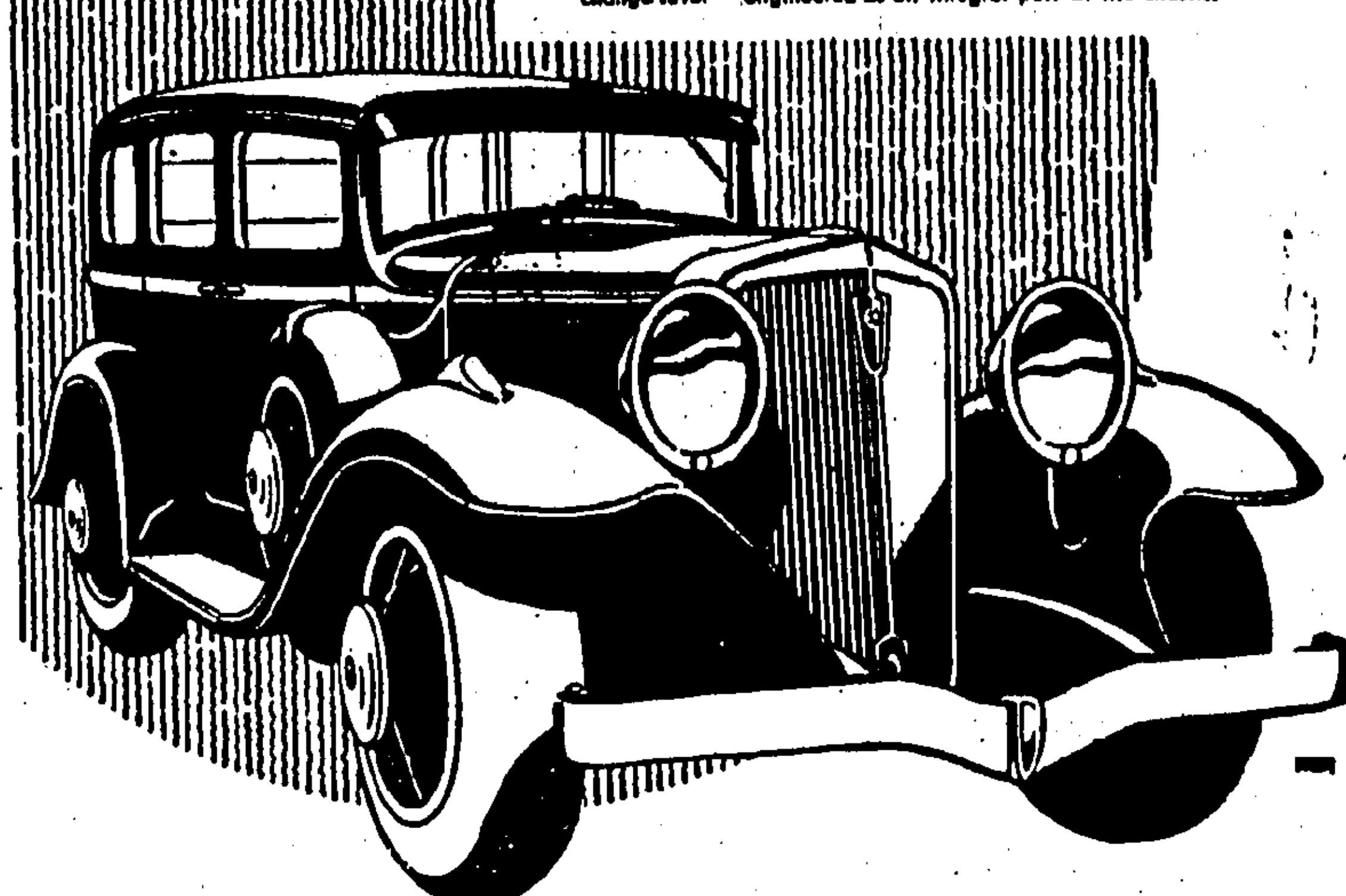
way for wholesale development, and at the same time it is reasonable to assume it might reveal many economies in the operation of the process.

But for many years to come it is obvious the British motorist will have practically no alternative to the consumption of motor spirit produced overseas, much as he might from a patriotic standpoint prefer to use the products of coal hydrogenation and to be independent of supplies from abroad.

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WHITEAWAYS. The Store for Bargains. HONG KONG.

CABINET AGREES TO DISAGREE.

TEN PER CENT. TARIFF.

STRIKING DEPARTURE.

London, Jan. 22. After further discussions lasting two and a half hours, the Cabinet to-night issued the following communiqué. The Cabinet has had before it the report of its Committee on the balance of trade and after a prolonged discussion, it has been found impossible to reach a unanimous conclusion on the Committee's recommendations. "The Cabinet, however, is deeply impressed with the paramount importance of maintaining national unity in the presence of the grave problems that now confront this country and the whole world. It has accordingly determined that some modification of the usual ministerial practice is required and decided that Ministers finding themselves unable to support conclusions arrived at by a majority of their colleagues on the subject of import duties, and cognate matters are to be at liberty to express their views by speech and vote.

Needs of The Time.

"The Cabinet being essentially united on all other matters of policy, believes that by this special provision it is best interpreting the will of the nation and the needs of the time."

Although the decision is not entirely without precedent, it marks a striking departure from usual practice and has created exceptional interest in political circles.

It is understood that the Cabinet Committee which has been considering balance of trade questions, comprised representatives of all three political parties, namely, Mr. Walter Runciman, Mr. Neville Chamberlain, Sir John Simon, Sir Herbert Samuel, Lord Snowden and Sir Philip Cunliffe-Lister.

Ten Per Cent. General Tariff.

The *Times* states that the proposal which found most favour in committee was one for the immediate imposition of a ten per cent. general tariff with limited exceptions, accompanied by a proposal for the creation of a committee empowered to make a more detailed examination of imports, and to schedule those which might be subjected to a higher rate of duty in later legislation.

The decision now reached, which will allow Ministers in disagreement with the majority on this issue freedom to express their views in Parliament, indicates the importance attached to maintaining unity in the face of the problems of overwhelming significance now before the world.

Minor Importance.

Satisfaction is expressed in ministerial circles that the constitution sufficiently pliable to permit of a development whereby co-operation on all main issues can be maintained while allowing this freedom in regard to a particular issue which, for the time being, is regarded as of less importance. *British Wireless.*

WUCHOW FIRE BRIGADE.

FIREBOAT PREPARED FOR EMERGENCIES.

Wuchow, Jan. 21. The officials in charge of the Wuchow Fire Brigade are making an effort to bring the department up-to-date, and to improve the efficiency of the Brigade. The members have been undergoing training which includes jumping from the high lookout tower, situated in the middle of the city.

In order that an outbreak of fire may immediately be discovered and aid promptly sent, a man is on duty at all times in the fire tower, which is of such a height that the whole city may be under observation.

A hand pump has also been placed on the Sham Kok Tsoi side of the Foo River, opposite the city proper.

The Fireboat which plies between Wuchow and Cheung Chau (a small island west of Wuchow), thus giving protection to both communities, has been ordered to keep up steam for the use of the pumps, and the firemen on the boat are required to blow the boat's whistle for a brief period several times during the day and night to show that the boilers are full of steam and that the boat is prepared for an emergency.

In comparison with the old hazardous methods of fire-fighting in China, this attempt to improve the efficiency of the Brigade is a stride in the right direction, and the officials responsible for the advance steps deserve commendation. *Our Own Correspondent.*

THE VOLUNTEERS.

CORPS ORDERS FOR THE COMING WEEK.

Hongkong Volunteer Defence Corps orders by Lieut.-Colonel L. G. Bird, D.S.O., O.B.E., commanding. Hongkong, Jan. 22. Parades.

(a) Corps Band.—1. The Band will parade at the Club de Recreo Ground on Saturday, January 23rd, at 2 p.m., sharp, to play during the afternoon at the Volunteer Athletic Sports. It is hoped that a full attendance will be reported.

2. A meeting of the Band will be held at Headquarters on Monday, January 25th, at 5 p.m., sharp, when many important matters will be discussed. All members must attend.

(b) Battery.—1. Musketry. The Battery will fire Part II Musketry at Stonecutters on Sunday, 31st January. Rifles, belts, bayonets and bandoliers will be required. Rifles must be drawn before Noon Saturday, 30th, January. Launch will leave Quai Pier at 9 a.m. and Kowloon Police Pier at 9.10 a.m. (Please see after Orders).

2. Tuesday, January 26th, there will be a lecture at 5.30 p.m. at Headquarters on Rules of Ranging and Miniature Range by Captain D. Dunlop, R.A., for Battery staff and any other members of the Battery who wish to attend.

(c) Engineer Company.—1. Monday, January 25th, Miniature Range, 5.30 p.m.

2. Thursday, January 28th, D. L. Instruction Wellington Barracks, 5.30 p.m.

3. "Errata" Under list of prizes. Winners for aggregate competition without handicap, sent to all members, for "Cpl. Gilchrist" read "Cpl. Salter."

(d) Corps Signals.—1. Parade at Corps Headquarters at 5.30 p.m. Tuesday, 26th, January for Buzzer Practice.

2. Part II Musketry Practices will be fired at Stonecutters Range on Sunday, 31st, January. All members must attend. Rifles should be drawn from Store not later than Friday, 29th, January. Launch will leave Quai Pier at 9 a.m. and Kowloon Police Pier at 9.10 a.m.

(e) Machine Gun Troop.—1. The following will represent the Troop on Sunday, 24th, instant in the M.G. Competition:

L. Cpl. Davy, acting Platoon Sergeant. Sgt. Grieco, Section Commander. Cpl. Ferguson, Section Corporal. Tpr. Jenkins, Runner.

L. Cpl. Wolf. Allison. Tpr. Edgar. Tpr. Joseph. Tpr. Beaumont. Bovill.

The train for Fanning leaves Kowloon at 9.15 a.m. Dress: Fanning cap, jacket, bandolier, breeches, blue puttees, boots, spurs.

2. On Thursday, 28th, January the following will parade at Volunteer Headquarters at 5.30 p.m. for Machine Gun Instruction:

Tprs. Mossop, Evans, Field, McLehlan, White, Wade, Nigel, Jenkins, Chund and Robertson.

Section Commanders will make sure that all the men in their section are warned.

(f) Armoured Car Company.—1. Car Section. There will be no parade on Monday, 25th, January. Those detailed will proceed to Fanning on Sunday, 24th, January to fire the Machine Gun Competition.

There will be a parade on Friday, 29th, January for a lecture on Car Mechanism at the P.W.D. Garage at 5.30 p.m.

The Section dinner will take place at Headquarters at 8 p.m. on Saturday, 23rd.

Dress: Officers, mess kit, other rank, dinner jacket.

2. Motor Cycle Section. Machine Gun Competition.—The Section will rendezvous at the Kowloon Car Park on Sunday, the 24th, instant, at 9 a.m., sharp, and proceed to Dills Corner by car, as arranged.

Dress:—L. C. Caps, Tunic, Breeches, Puttees, Boots, Belt, Gaiters.

Monday, 24th, January. Parade at Headquarters for Machine Instruction at 5.30 p.m.

(g) Machine Gun Company.—The Company will parade on Tuesday, 26th, January in full at Headquarters at 5.30 p.m. for arms drill under Section Commanders. Rifles, Belts, and Bayonets will be required for this parade.

(h) Scottish Company.—1. Machine Gun Competition. Will be fired on Sunday, 24th, instant. Members who have been selected to take part will parade at Kowloon Railway Station at 10 a.m. and proceed to Sheung Shui by 10.16 a.m. train.

Dress:—Boots, short puttees and khaki hoseputtees: Kilt (without sporran), belt, frog, braces and pouches, gungarries. Haversacks will be carried for rations.

2. Parades.—Thursday, 28th, inst. No. 6 Platoon at Kowloon Dock under 2/Lt. T. P. Sanderson. Squad drill with arms. Belts and frogs will be worn.

No. 7 Platoon at Headquarters under 2/Lt. A. W. Brown. Musketry Instruction.

(j) Portuguese Company.—1. Parades as detailed in Company Training Programme.

2. The Peak Range is allotted to the Company on Sunday, January 31st. Firing will commence at 9 a.m., sharp.

Dress:—Optional but either complete mufli or Khaki must be worn. Range Officer.—2/Lieut. J. H. Lawrence.

(k) A.A.L.A. Company.—1. The A.P.C. Section will parade at 3.30 p.m. at North Point on Thursday, 28th, instant.

2. The Portuguese Section will parade at 5.30 p.m. at Corps Headquarters on Friday, 29th, instant.

Appointment and Promotion. No. 1651 Gnr. C. W. L. Cole, Battery, appointed Lance Bombardier as from 15.1.32.

KWANTI RACES.

PROMISING OUTLOOK FOR TO-MORROW.

(By "Ringtoll").

The Clerk of the Weather holds out every hope for a very successful sleighing meeting at Kwanti to-morrow, and there is sure to be a big gathering of cross-country fans, as some good class ponies will be in evidence in most of the events.

A fine selection of seven items will be served up for race-goers and, judging by the programme which I received during the week, the racing should be very interesting, with some excellent finishes assured.

The principal event is the Kempton Cup (first division) which should entice some good ponies to take the field. Lady Peel has a pony which is well thought of and promises to be a difficult candidate to beat. It is, I am told, in a very fit condition.

1st Race. St. Moritz. The Bursard. Thunderclap. 2nd Race. Movanager. As You Like It. Duke of Minan. 3rd Race. Christmas Belle. Target. Marquis Hall. 4th Race. Hefty. Fanning Star. Fernleaf. 5th Race. Cutex. Mouche. Over There. 6th Race. Tom. Wonderful Star. Britannia Hall. 7th Race. Brown Eyes. Sunning. Heliotrope Leaf.

HONGKONG SHARE MARKET.

OFFICIAL SUMMARY BY STOCK EXCHANGE.

The market opened quietly steady with no material change in the rates.

Banks, \$1.25. Trains, \$22.30. Providents (old), \$5.55. Providents (new), \$5.55. Hotels, \$15.10. Cements (combined), \$19.30. Humphreys (new), \$17.75.

Buyers. Douglases, \$23.15. Venezuelan Goldfields, \$1.80. Hotels (old), \$15. Realities, \$11.60. Singapore Frictions, 3/4. Cements (new), 5.60. Constructions (old), \$4.40. Constructions (new), \$1.85. Benguets, \$11.5. Providents (old), \$5.50. Providents (new), \$5.55. Chinese Estates, \$96. Canton Iron, \$5. Sincere, \$5.

H.K. Government Loan, 3% premium. Sellers. Indo-China (Pref.), \$45. Indo-China (Def.), \$32. Venezuelan Goldfields, \$2. Star Ferries, \$102. Malabar Sugars, \$38.5. Entertainments (old), \$16. Kulan Mining, 30. Rauls, \$39. Providents (old), \$5.40. Telephones (part paid), \$28. Lane, Crawford, \$6.40. Constructions (new), \$1.95.

3. Struck off the Strength. His Excellency the Governor has been pleased to accept the resignation by Captain Thomas Addis Martin, of his Commission in the Reserve of Officers of the Hongkong Volunteer Defence Corps with effect from 10th, December, 1931.

Authority.—C.S.O. 3 in 198/1013. Transferred to Another Post.—No. 1632 Pte. J. McFarlane, No. 1 Platoon, as from 9.1.32.

No. 1707 Tpr. D. K. Hislop, Machine Gun Troop, as from 23.1.32. Having Left the Colony.—No. 1682 Sign. C. A. L. Rumjahn, Corps Signals, as from 10.1.32.

Having Completed 3 Years' Service.—No. 1272 Sgt. S. D. Igglesden, Corps Signals, as from 1.1.31. No. 1153 L/Cpl. A. McGrann, Corps Signals, as from 3.1.31.

The following have been taken on the Strength: No. 1774 Pte. A. O. Barretto, No. 10 Platoon, date joined 15.1.32. No. 1776 Pte. L. A. Da Rosa, No. 10 Platoon, date joined 15.1.32.

Leave. Major H. B. L. Dowbiggin, O.B.E., Second in Command, R.K.V.D. Corps, granted leave from 30.1.32 to 5.1.32. No. 1690 Gnr. H. C. F. Arie, Battery, granted 6 months' leave from 6.1.31 to 5.6.32.

No. 1042 Pte. J. S. Lee, No. 4 Platoon, granted 12 months' leave from 10.1.32 to 18.1.33. No. 477 Pte. J. J. King, No. 2 Platoon, granted 1 month's leave from 1.2.32 to 29.2.32.

W. H. G. GOATER, CAPTAIN, Adjutant, H. K. V. D. Corps. After Orders.

Battery.—There will be a parade on Thursday, January 28th, at 5.30 p.m. for gun drill and signalling.

ARGENTINE TRADE POSSIBILITIES.

SPECIAL TREATMENT ADVOCATED.

London, Jan. 22. A deputation representing the principal financial and commercial interests directly connected with the Argentine was received to-day by Mr. Walter Runciman, President of the Board of Trade.

The deputation suggested that in view of the extensive British interests in the Argentine, special treatment should be accorded to encourage Anglo-Argentine trade, after provision had been made for Imperial requirements.

The Committee expressed the belief that a plan under which the Argentine might continue to find a market in Britain would ensure reciprocal advantages from the Argentine Government.—*British Wireless.*

SHANGHAI MAYOR'S COUNTER-DEMAND.

(Continued from Page 1.)

the Japanese Government.

Mr. Wu Tieh-chen, on receipt of the Japanese ultimatum left for Nanking yesterday to interview Mr. Sun Fo and other Nanking leaders regarding the measures to be taken.

Marines' Drilling. The unbusiness of the Chinese has been further increased by the military display of Japanese marines in the Eastern District of Shanghai.

The story of the conflict between Japanese marines and the staff of the *Min Kuo Jih Pao* is confirmed. This evening the newspaper was constructing a brick wall in front of its building as a precaution against a Japanese attack.

Nanking Conference. The National Emergency Conference which will discuss all aspects of the Sino-Japanese trouble, will open in Nanking on February 1. Mr. Wu Tieh-chen has been chosen as Secretary and chief organiser. *Reuter.*

SUGAR MARKET. THE LATEST CABLED QUOTATIONS.

The following cable at the close of the sugar market yesterday has been received by Messrs. Pentreath and Co.

London Terminals. March 6/9 1/2, down 1/4. May 6/11 1/2, down 1/4. August 7/2, down 1/4. December 7/5, down 1/4.

Buyers at above prices sellers asking 1/4-1/2 more.

New York Terminals. March 1.07 up 2 pts. May 1.09 up 1 pt. July 1.14 up 1 pt. September 1.19 up 1 pt. December 1.25 up 2 pts.

Sourabaya (22/1/32).—Trust Mills have refused bids below 60 1/2 per 100 kilos for 50,000 tons. Whites.

EXCHANGE RATES. Previous Day. Yesterday.

Paris 87 1/2. Geneva 14.65. Berlin 18 1/2. Helmsingfors 232 1/2. Athens 267 1/2. Buenos Aires 39 1/2. Shanghai 1/10 1/2. New York 3.46. Amsterdam 8.60. Vienna 30. Madrid 41 1/2. Bucharest 57 1/2. Hongkong 1/4.11/16. Brussels 24.13/16. Milan 68 1/2. Stockholm 17 1/2. Copenhagen 18.3/16. Prague 117. Lisbon 109 1/2. Rio 4 1/2. Bombay 1/6 1/2. Yokohama 2/0 1/2. Montevideo 31. Montreal 4.08. Silver (spot) 19 1/2. " (forward) 19 1/2. —British Wireless.

8.00-10.00 p.m. European Programme of Victor Records kindly supplied by Messrs. Tsang Fook Piano Co.

8.00 p.m. Local Time and Weather Report.

8.05-8.38 p.m. Orchestral. In Springtime-Overture (Goldmark). Chicago Symphony Orchestra. 6570. Valso Triste (Sibelius). (a) Serenade (Sibelman) (b) Flight of the Bumble Bee (Rimsky-Korsakov). Chicago Symphony Orchestra. 6570. The Fountains of Rome (Respighi). London Symphony Orchestra under the direction of Albert Coates. 9126-9127.

8.38-9.26 p.m. The 1st Act of the Opera "Tosca" (Puccini). Played by the La Scala Orchestra of Milan with famous Wagnerian Singers. M-84. Chicago Symphony Orchestra. 6570. Nature of the Bumble Bee (Rimsky-Korsakov). Chicago Symphony Orchestra. 6570. The Fountains of Rome (Respighi). London Symphony Orchestra under the direction of Albert Coates. 9126-9127.

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RADIO BROADCAST

PROGRAMME FOR TO-DAY AND TO-MORROW.

From Z. B. W. on a wavelength of 365 metres.

3.46-5.15 p.m. (Approx.). A Running Commentary on the Football Match from the Kowloon Football Club Ground—The Interport Players v. The Royal Navy by kind permission of the Kowloon Football Club and Football Association.

5.16-7.00 (Approx.). Chinese Programme.

7.00-11.30 p.m. European Programme of Columbia Records. 7.00 p.m. Mail Notice, etc. 7.03-7.22 p.m. Operatic. Aida-Grand March (Verdi). Milan Symphony Orchestra and Chorus. 9009.

The Magic Flute Overture (Mozart). Sir Thomas Beecham conducting the London Symphony Orch. L1001R. 8.00 p.m. Local Time and Weather Report.

7.22-8.20 p.m. Light Opera. Patience-Vocal Gems (Gilbert and Sullivan). Columbia Light Opera Co. DX38. Frederica-Selection (Lehar). London Theatre Orchestra. DX132. Les Cloches de Corneville-Vocal Gems (Planquette). Columbia Light Opera Co. DX235.

The Three Musketeers-Vocal Gems (Woodhouse, Grey and Friml). Columbia Light Opera Co. DX56. The Merry Wives of Windsor-Overture (Nicolai). Sir Henry J. Wood conducting the New Queen's Hall Orch. L1723R. Fiordeora-Vocal Gems (Leslie Stuart). Columbia Light Opera Co. DX126.

The Yeomen of the Guard (Gilbert and Sullivan)-Vocal Gems. Columbia Light Opera Co. 6564. 8.20-8.56 p.m. Hand Music. Voyagers in a Troopship (arr. G. Miller). The Evolution of Dixie (Lake). Reg. Band of H. M. Grenadier Guards. DX-8-DX228. It's a Lovely War-Medley (arr. Somers). Debroy Somers Band. DX199.

Review of Revues (Pub. by Messrs. Francis Day and Hunter). Debroy Somers Band. DX227. 8.56-9.30 p.m. Instrumental. Violin Solo-Tijuan—"Saudades do Brazil" (Milhaud arr. Levy). Violin Solo-Bourree in B Minor (Bach). Joseph Szigeti. D1633. Piano Solo-Polonoise in E Flat (Chopin). Jose Echaniz. D1648.

Violin Solo-On the Wings of Song (Mundschaus arr. Tertis). Violin Solo-Minnetted (Brahms arr. Tertis). Lionel Tertis. D1637.

Piano Solo-Judgment of Paris-Mennett (arr. Friedman). Piano Solo-Music Box of the Little Nana (Mittler). Ignaz Friedman. D1640.

Violin Solo-Rumanian Folk Dances (Bartok arr. Szekely). Joseph Szigeti. LB6. 9.30-11.30 p.m. Dance Music. Fox Trot-It'll be Good Because of You.

Fox Trot-Ten Cents a Dance. CB249. Fox Trot-Sunshine and Shadows. Fox Trot-Share my Umbrella. CB261.

Waltz-Fleur D'Amour. Fox Trot-Cuban Love Song. CB149. Fox Trot-Can't we be Friends. Blues-Mountain Low. CB207. Fox Trot-On a Little Balcony in Spain.

Fox Trot-Choo Choo. CB228. Waltz-Another Kiss. Fox Trot-You Went Away Once. Fox Trot-Stand Up and Sing. It's Not You. Fox Trot-Stand Up and Sing. There's Always To-morrow. CB219. Fox Trot-Oklahoma. Waltz-Indiana Sweetheart. CB256. Fox Trot-Blue Rose-If I Had Three Wishes.

Fox Trot-Blue Roses-Dancing in Your Sleep. CB211. Fox Trot-I Haven't Heard a Single Word From Baby. Fox Trot-Make Yourself a Happiness Pie. CB269. Fox Trot-Rodkin. Blues-Love Me or Leave Me. 5657. Waltz-You're Always in my Arms. Fox Trot-Sweetheart We Need Each Other. 5660. Fox Trot-Cupid on the Cakes. Fox Trot-Soldier on the Shelf. CB170. Fox Trot-What's the Matter Able? One Step-Yell Yell! Mr. Cohen. CB180.

Fox Trot-Alma Mia. CB256. Waltz-Tears. Fox Trot-Lonesome Little Doll. One Step-The Toy-maker's Dream. 5659. Fox Trot-O Ya Ya. Fox Trot-Satisfied. Fox Trot-Why Am I so Romantic? Waltz-It's for You. Fox Trot-Sunshine Up. Fox Trot-She's so Unusual. 5678. Fox Trot-A Slave to Love. Waltz-The Same as We Used to Do. CB147.

10.30 p.m. (Approx.). Rugby Mid-Day Press News. 11.30 p.m. Close Down. All records in the above European programmes are kindly supplied by Messrs. Anderson Music Co.

SUNDAY'S PROGRAMME. 10.00-11.00 a.m. Relay of Service from St. Joseph's Church-Sermon—"Nature of Baptism" by the Rev. Father Gallagher, S.J. 11.00-2.00 p.m. Chinese Programme. 11.00-12.15 p.m. Relay of Service from St. Paul's Church. 12.15-2.00 p.m. Recorded Programme. 3.00 p.m. Local Time and Weather Report. 2.00 p.m. Close Down. (Continued on Previous Column.)

8.00-10.00 p.m. European Programme of Victor Records kindly supplied by Messrs. Tsang Fook Piano Co.

8.00 p.m. Local Time and Weather Report.

8.05-8.38 p.m. Orchestral. In Springtime-Overture (Goldmark). Chicago Symphony Orchestra. 6570. Valso Triste (Sibelius). (a) Serenade (Sibelman) (b) Flight of the Bumble Bee (Rimsky-Korsakov). Chicago Symphony Orchestra. 6570. The Fountains of Rome (Respighi). London Symphony Orchestra under the direction of Albert Coates. 9126-9127.

8.38-9.26 p.m. The 1st Act of the Opera "Tosca" (Puccini). Played by the La Scala Orchestra of Milan with famous Wagnerian Singers. M-84. Chicago Symphony Orchestra. 6570. Nature of the Bumble Bee (Rimsky-Korsakov). Chicago Symphony Orchestra. 6570. The Fountains of Rome (Respighi). London Symphony Orchestra under the direction of Albert Coates. 9126-9127.

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There will be a Bridge-Mahjong
TEA DANCE
at the
HONGKONG HOTEL

on
Tuesday, March 8th

from 3.30 until 6.30 p.m.

In aid of the M.C.L. funds.

Details to be announced later.

Please keep this date free.

Tickets \$2 to include tea.

Lady Peel has kindly consented to be present and to give away the prizes.

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Model 33
Superb Tonal
Quality Combined
with the Last
Word in Radio
Reception



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THE BRUNSWICK HOUSE,
Arcade—Gloucester Bldg.

SERVICE BILLIARDS.

**NG SZE KWONG CUP
COMPETITION.**

The Services Billiards Tournament for the Ng Sze Kwong Challenge Cup was continued at the Sailors' and Soldiers' Home last night, when the South Wales Borderers met the Royal Artillery in the first of the Semi-Final Matches and ran out winners by three games to two.

The Borderers team are hot favourites and it will remain to be seen whether the Medway (last year's winners) who still have to meet the Kent, will retain their right to contest the final.

Last night's match was full of interest, the last game deciding the team to pass on to the final. Lance Corporal Ellis and Private Walters were on the top of their form both men winning their games by handsome margins.

Ellis made breaks of 37, 26, 18, 18, and 16 and on every visit to the table pushed himself well ahead of his opponent. He is a great asset to his side, and as far as one can judge he seems set to carry his game when he is called to play off in the final.

Jarman had a stiff opponent in Sgt. Wilks. There was little to choose between them and it was the luck of the game that allowed Wilks to run out with a break of 10 when his score stood at 140.

The result of last night's games are as follows:

S. W. Borderers.	
C. S. M. Lewis	150
L. Cpl. Ellis	150
Pte. Walters	150
C. S. M. Smith	137
C. Sgt. Jarman	139

Royal Artillery.	
Sergt. Muldowney	111
Sgt. Mjr. Monkton	56
M. Gnr. Bailey	99
Hdr. Wilks	150
Sgt. Wilks	150

**UNITED SERVICES
SOCCER.**

**RESULTS OF MATCHES
ALREADY PLAYED.**

The following are the results of matches played to date in the United Services Shield Competitions:

Senior.—First round:	
R.A.	0
Hermes	4
Junior.—First round:	
Suffolk	2
Cornflower	7
R.A.S.C.	1
Cumberland	1
Tamar	2

**ASPIRANTS FOR
HONOURS.**

**TENNIS CHAMPIONSHIP
ENTRIES CLOSE.**

ANOTHER BIG LIST

It is doubtful whether last year's record entry list in the Open Singles and Doubles tennis championship of Hongkong will be exceeded this year, but the number of competitors should not fall very short of the 1931 figures.

There are still a number of entries to be included in the list which officially closed last night, and which then showed a total of 70 competitors for the open singles, as against a completed list of 80 last year, while the entries for the open doubles so far number 40 as compared with 49 for 1931.

There are a few newcomers to the tournament, while in the singles some of the past competitors do not appear in the first list of entrants. C.A.L. Rumjahn, the holder of the championship, is in Tientsin and will not defend his title. Chief aspirants for the honour are E.C. Fletcher, last year's finalist, S.A. Rumjahn, M.W. Lo, T. Honda and H.D. Rumjahn.

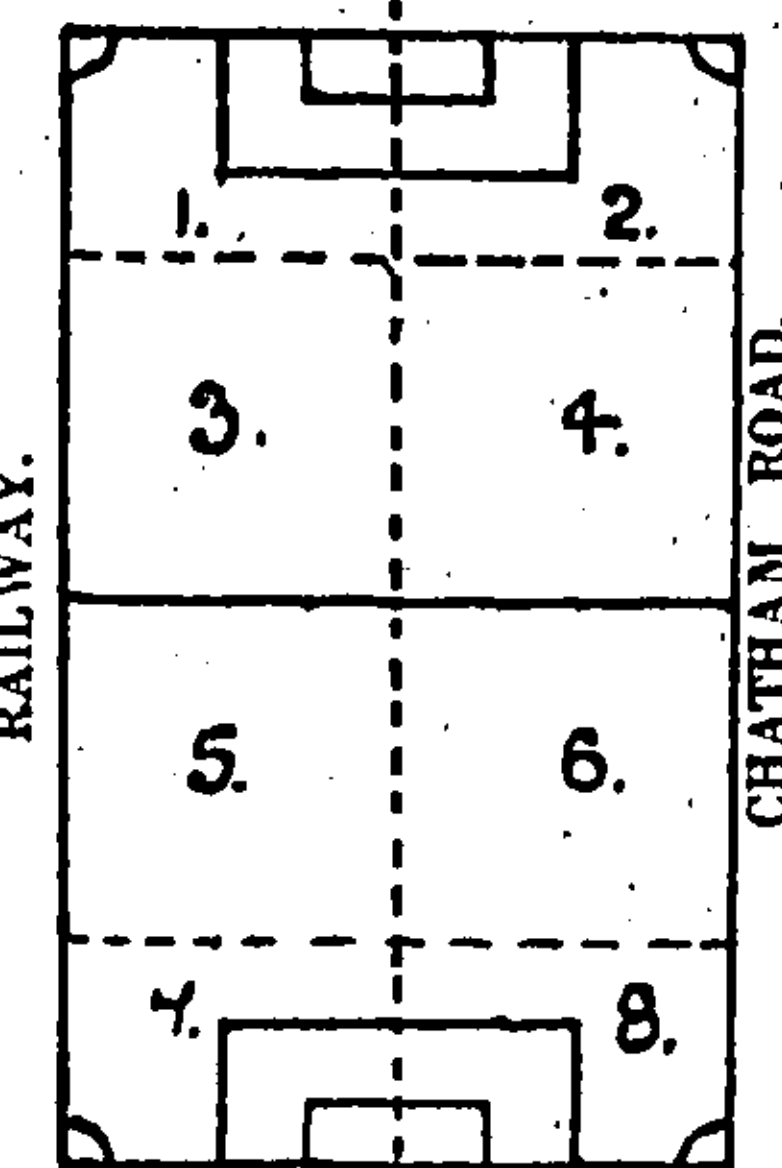
An interesting pairing in the Open Doubles is that of E.C. Fletcher and L. Goldman. For several years past the Fletcher brothers have appeared together in the event, but "Teddy" and L. Goldman are intent on making a bid to wrest the title from the Rumjahn cousins, who have won the trophy for the last six successive years. Goldman previously partnered A.L. Sullivan, the Interport player. Sullivan is this year teaming with Dr. L.T. Ride.

So far as is at present known, Goldman is not a competitor in the singles event.

The Club de Recreio will be strongly represented in the Open Doubles Championship, no less than five pairs being entered. J.A.E. Cassumbhoy, who for the last two years has appeared together with C.A.L. Rumjahn, will next month be seen in action with J.W. Leonard, the Craignower player. S.A. and H.D. Rumjahn, have of course, again entered as a pair, and still remain the most formidable combination in Hongkong.

R.A.M.C.	4
West River Flotilla	2
Stirling	1
R.A.F.	beat Sirdar.
Junior.—Second round:	
R.A.F.	2
Tamar	3

SOCCER BROADCAST.



There will be a broadcast of the football match between the Interport Players and the Royal Navy on the Chatham Road ground this afternoon. The above layout of the ground will assist listeners to follow the commentary.

**SIM SHIELD FOR
CIVILIANS.**

NAVY DEFEATED BY ARMY.

The Army yesterday enabled the Hongkong Hockey Club to secure the Sim Shield for the third year in succession by defeating the Royal Navy, thus spoiling all chances of the Club being overtaken. The Army won by the only goal of the match scored by Johnson immediately after the interval.

The match on the whole was not up to the standard of previous games and was rarely of a class associated with Sim Shield hockey. The Army were stronger in defence than in their attack, the forwards spoiling many openings by being off side. Skipp in the centre forward position led his men well and received much assistance from his fellow forwards but Com. Baxter and Com. Bowen were always fairly safe and broke up many dangerous attacks.

Williams on the right wing was always a difficult man to hold and was primarily responsible for the only goal which was scored in the second half, immediately after the bully off. Taking the ball down the



**Relieve
Rheumatic Pain!**

Those darting, cramping rheumatic pains are quickly relieved by rubbing the point of pain with a small amount of ABSORBINE Jr., the mild but powerfully anesthetic ointment.

ABSORBINE Jr. penetrates deeply into the muscles that are taut and twisted with pain. It brings new blood to the part affected, takes out the aches and removes the soreness. Rub it regularly into the muscles, at the point of pain. There should also be an immediate soothing effect as well as quick relief from pain or irritation.

ABSORBINE Jr. does not stain or irritate—it is pleasant to use.

Absorbine Jr.

FOR YEARS HAS RELIEVED SORE MUSCLES,
MUSCULAR ACHES, BRUISES, BURNS,
CUTS, SPRAINS, ABRASIONS.



wing he took a shot at goal but Higham, the custodian, deflected the ball to Johnson standing close in who gave the goalie no chance with a high shot.

In the defence, Huxford had Pole for the Army were playing good hockey, the former clearing with safety while Davies on the right half defended brilliantly and kept his forwards well fed. Remington and Bowerman had most of the work to do for the Navy, with Wheeler at centre forward giving able assistance but their shooting was rather wild and many openings went begging.

The teams lined up as follows:

Army.—Lieut. Webb; Pole, Capt. Huxford; Davies, Gardner, Lieut. Tyler; Williams, Hopkins, Skipp, Johnson and Smith.

Navy.—Higham; Com. Baxter, Com. Bowen; Lieut. Banks, Lieut. Wilkinson, Lieut. Woods; Lieut. Parkin, Mid. Fletcher; Lieut. Com. Wheeler, Lieut. Bowerman and Lieut. Remington.

How the Teams Stand.
The positions of the three teams are as follows:

	P.	W.	D.	L.	F.	A.	Pts.
Club	3	3	—	—	—	—	7 6
Army	3	1	—	—	—	—	8 2
Navy	2	—	—	—	—	—	2 0

COMMENCING
TO-MORROW
Sunday, 24th January

KING'S THEATRE

BOOKING AT THE
THEATRE
Telephone No. 25818

Here's a stirring, glowing story—drama that shakes the emotions like a jolt from life. Tears and smiles and lights and shades of romance. You'll like it because it's human. You'll applaud it because it's true. You'll cherish it because it's beautifully acted and directed—one of the finest pictures of the decade.

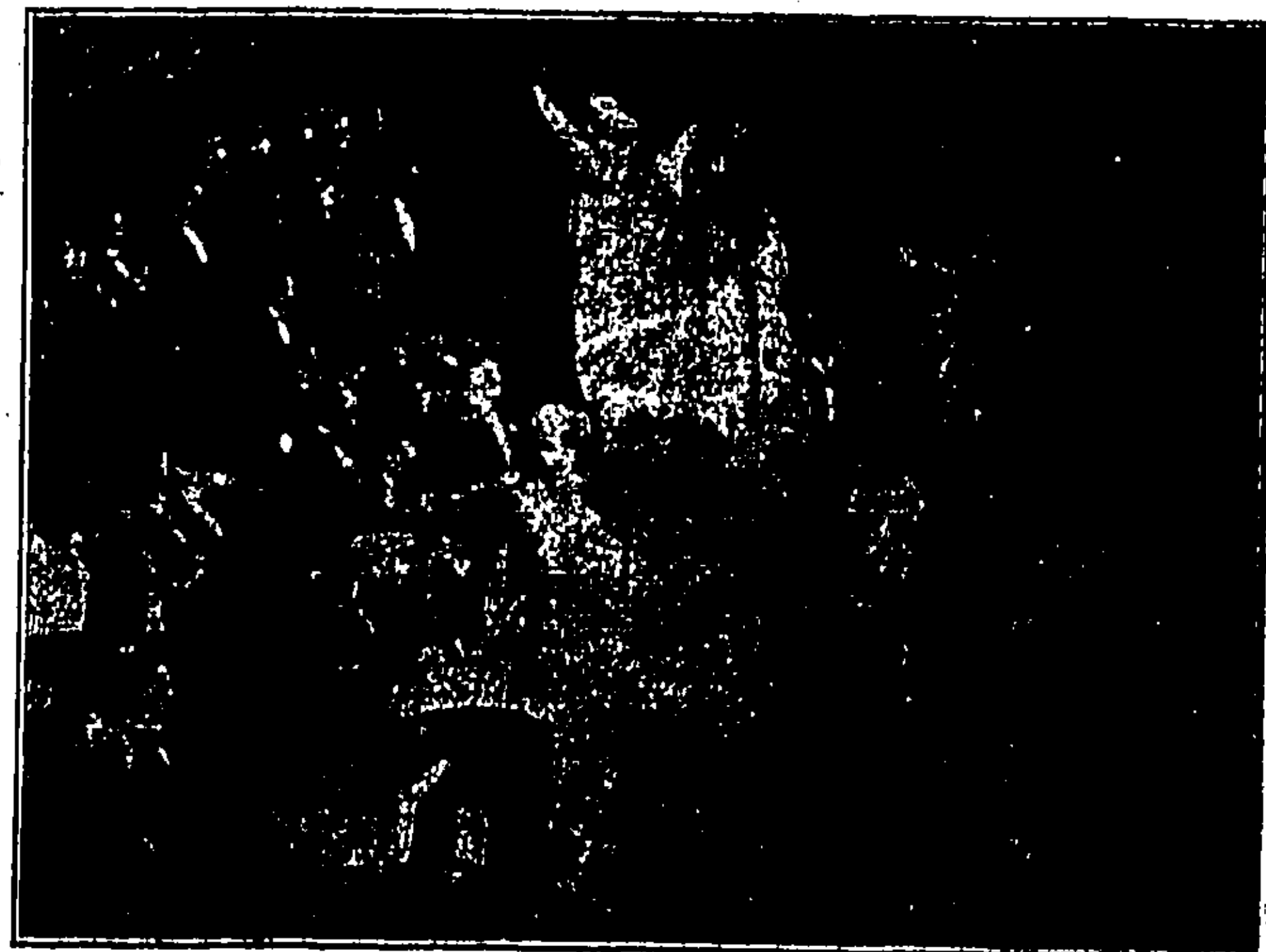
He had a new line.
She had a newelant.
They kissed—and
gave love a new
twist.



From Vina Delmar's
Sensational Novel
Frank Borzage
Production

They met on a Coney Island excursion. She won him on a bet. What promise of romance does life offer them?

SPECIAL ADDED ATTRACTION



PARIS NIGHT

Here's to Paris—the world's playground! The Magic Carpet of Movietone offers an all-night trip for the lively—starting at the crack of a bottle and winding up at the crack of dawn.

Never has the contagious gaiety of the French capital been so swiftly presented. You make the rounds of the smart places with their glittering entertainment and their cosmopolitan clientele, crossing the threshold of such famed resorts as the MOULIN ROUGE, LIDO, ZELLI'S and the FOLIES BERGERE. And so the final fillip, Movietone is spectator at an event which no tourist is permitted to see—one of the famous balls of the Latin Quarter, where artists and models drop the restraints of civilization in pagan revel.

See These Values!

AN UNEXPECTED SHIPMENT

of

BEAUTIFUL SILKS*has just arrived!***Prices are lower than ever!****Qualities of the very best.**

It will well pay you to walk a few steps up

Wyndham Street—just past the

"Morning Post" Building, to

The Crown Silk Store

5—Wyndham Street—5

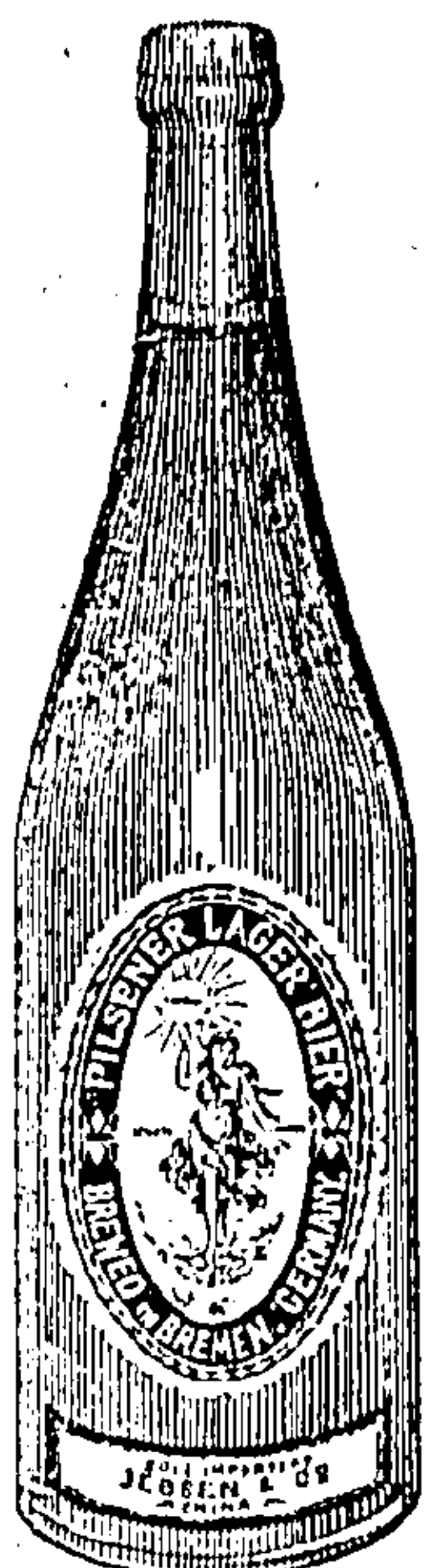
**THE HAT OF
SUPREME DISTINCTION**

Note its graceful lines and fit, compelling the wearer to look distinguished; to stand out from the crowd. Examine the quality...

The Borsalino hat is made only of the finest materials, following a rigid code of manufacture, in delicate shades to suit the most exacting purchaser. Beware of imitations...

ORIGINAL HOUSE
FOUNDED IN
1857

IT'S THE HALL-MARK OF ITS GENUINENESS

**PILSENER LAGER
BEER.****"Blue Girl" Brand.**
The most suitable Beer
for the tropics.

Distributors:

Sang Tai	Tel. 20904
Chan Yuen	" 21923
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Tye Shing	" 21858
Nam Hing Loong	" 20351

**PENILESS LABOUR
EX-M.P.s.****PARTY GOING TO
THE RESCUE.**

An effort is being made by the Executive of the Labour Party to trace cases of want among former Labour Members of Parliament who lost their seats—and their only means of subsistence—at the General Election.

Many are out of work and almost penniless.

To those who had no trade union or other posts to resume after the election, Mr. J. S. Middleton, Assistant Secretary of the Party, has written a private letter asking if they are in actual want.

The problem of giving relief presents serious difficulties. The Party has no available fund for this purpose, but when it is known how many are in actual want a suitable line of action will be considered.

**NEW CABINETS AND
OLD.****SIR JOHN SIMON'S
EXPERIENCES.**

Changes in Cabinet machinery and method which strike a Minister who returns to the Cabinet after a considerable interval, were described by Sir John Simon in the "Commemoration Oration" at King's College, London.

Sir John was a Cabinet Minister before and during part of the War, and he recently returned to the Cabinet as Foreign Secretary after an interval of 15 years.

He said that when he joined the Cabinet in 1913 there was no Secretariat, and minutes were not kept. "The only record of what was discussed or decided was contained in the report which the Prime Minister made after each meeting to the King, and of course, that report was communicated to no one else."

"It was indeed a distinct breach of tradition and a departure from the spirit of consultation for other Ministers to keep any record of their own, save so far as it was necessary to communicate what was decided to the Department for which an individual Minister was responsible."

Now all this has been altered. A most responsible Civil Servant, who is known as the Secretary to the Cabinet, attends every meeting and sits at the Prime Minister's side. If, for any reason, he could not be present, his place would be taken by his deputy.

"He makes a full note of every Cabinet decision, together with such record as is necessary of the main considerations which led up to it."

Nowadays, an agenda was drawn up under the Prime Minister's instructions.

Lord Hartington Befogged.

The change which was characteristic of the free working of British institutions was most interesting. "I think that after further experience it would be difficult to find anyone who would propose to return to the more ancient mode."

Sir John gave examples which showed how serious misunderstandings had occasionally arisen in the absence of authoritative record, due to different impressions of what was in fact decided at Cabinet meetings.

One instance occurred after the bombardment of Alexandria, when there was under consideration Sir Garnet Wolseley's expedition to Egypt. Lord Hartington's private secretary wrote to Sir Edward Hamilton, one of the Prime Minister's private secretaries:

"My dear Eddy,—Harcourt and Chamberlain have both been here this morning and at my Chief about yesterday's Cabinet proceedings. They cannot agree about what occurred. There must have been some decision, as Bright's resignation shows. My Chief has told me to ask you what the devil was decided, for he be damned if he knows. Will you ask Mr. Gladstone in more conventional and less pungent terms?"

Sir John also reached the statement of Lord Curzon, who, describing the old Cabinet system before the days of the Secretariat, said, "The Cabinet often had the very haziest notion as to what its decisions were. . . . Cases frequently arose when the matter was left so much in doubt that a Minister went away and acted upon what he thought was the decision, which subsequently turned out to be no decision at all, or was nullified by his colleagues."



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DASH ACROSS SAHARA.

ESCAPE FROM ARABS.

Two intrepid newspaper men who left Colom-Bechar, in Morocco, to cross the Central Sahara to Gao, on the Niger, exploring one of the least-known and wildest areas of the world, have just reached Regan.

It was feared that the two explorers were lost, but a message has been received from them which says:

Our two armoured cars have covered the 500 miles which separated us from Regan in two and a half days. Seven bands of marauding Arabs were signalled to us, and we certainly just arrived in time.

The explorers are M. Leo Gerville-Renche and M. J. Roger Mathieu, of the well-known Paris newspaper *Le Matin*.

They had reached by armoured car the dreaded Salt Desert, halfway between Regan and Timbuctoo, where slavery still exists and where the unfortunate Negro captives, who are compelled to extract the salt from the salt marshes, rarely live more than six months and usually die of thirst and fatigue after they have become totally blind from the effect of the blazing sunshine.

Both daring reporters are familiar with the immense stretches of No Man's Land of North Africa. M. Roger Mathieu accomplished the extraordinary newspaper feat of interviewing Abdul Krim, the Riff leader, in his mountain fastness at the height of the Riff rebellion against France, arriving at his headquarters sheltered by the rebel mountain gunners and bombed by his friends of the French Air Force in Morocco, who were unaware of the object of his enterprise.

M. Gerville-Renche is one of the few people who made the first world-tour with the airship Graf Zeppelin, and he also took part in the first trip of the world's greatest heavier-than-air machine, the German Do X.

Before leaving Taudeni, in the heart of the Salt Desert, the ex-

DO BARBERS TALK TOO MUCH?

A REGISTRAR'S RUSE.

Are barbers too talkative? Mr. Registrar Friend thinks so. He said at Clerkenwell County Court: "It is my experience that barbers talk too much."

His ruse to stop the flow of talk, he explained, is to buy a newspaper and hold it in front of him while his hair is being trimmed.

Inquiries by a reporter suggested that barbers of to-day are much less talkative than their predecessors. "Never speak until you are spoken to," is apparently a general rule.

Following are some experiences gathered.

A Photographer: I have to do my newspaper reading before I sit in the barber's chair. Two days ago my barber was anxious to have my views on the Gold Standard.

An Artist: I have two barbers—one in Bond-street, the other in the Strand. The first is too busy attending to newly-arrived customers to give much attention to conversation. The other is a keen antiquary. I never tire of his stories.

A Novelist: My experience is that men's barbers are a gloomy lot in general.

Librarian: The man who last trimmed my hair could talk of nothing else but the Irish Sweep.

A London Editor: I always go to sleep at the barber's. If he did talk I shouldn't hear him.

A Machine Salesman: I do all the talking myself—the barber cannot get a word in edgeways.

A number of West End establishments prominently display the following notice in their saloons: "Our assistants are instructed not to force conversation on clients."

Explorers reported that they and their escort of camel-riders were caught between the two fires of bands of Arab nomads who were seeking to encircle the town. They had no other course, they stated, but to make at top speed for Regan in an attempt to escape.

ECONOMIES IN PUBLIC SCHOOLS.

NOTHING DRASTIC.

Headmasters in conference at Charterhouse, Godalming, discussed the problem of economies in public schools, and decided that the cost of education cannot be drastically reduced without grave loss of efficiency.

The conference agreed, however, that economies can, and should, be made by

A saving in administrative expenses.

Postponement where practicable of structural improvements, and

Withdrawal of all demands for expenditure on purposes which are not of essential value to the efficiency of the school.

The conference was of opinion that the expectations of the parents of boys in boarding schools have greatly increased in recent years, and suggested that every effort should be made to secure their co-operation.

Physical Training.

Another topic considered was the physical training given in public schools.

Mr. M. L. Jacks, of Mill Hill, who advocated that the army instructor type of physical instruction should be replaced by a system of physical education directed by a graduate, said:

"The bulk of Army instructors are limited in their outlook, however efficient they may be. Their work is apt to be unrelated to the boy's other subjects and especially to his games."

"Some of the exercises I believe to be definitely harmful. I am told that the horizontal bars are one of the prime cause of round shoulders. The gymnastic apparatus caters only for the expert, who are a small proportion of the boys."

The conference passed a resolution recognising the value and diversity of the work already done in the schools, emphasising the importance of a carefully considered system of physical education, and welcoming the formation of the Carnegie Institute for Physical Training.



"Bad Girl" starts run at the King's Theatre to-morrow.

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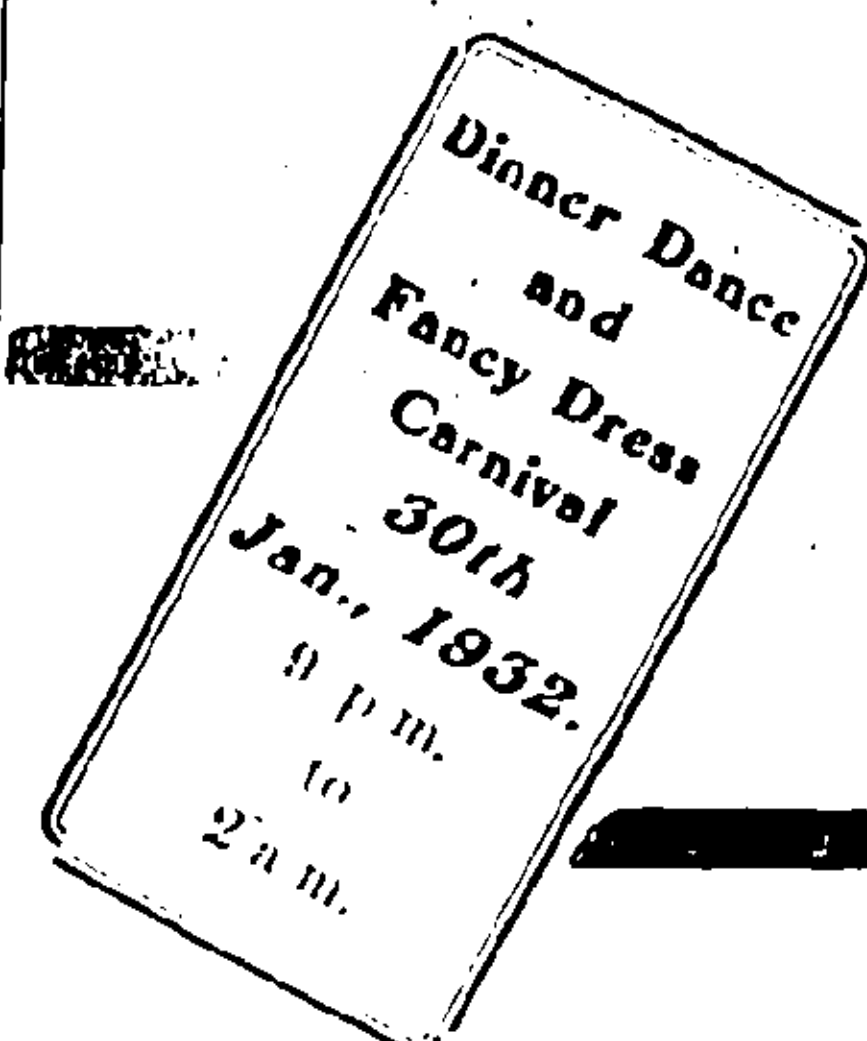
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YAUMATI FIRE
INQUIRY.SCOUTMASTER'S BRAVERY
COMMENDED.

Tribute to the bravery of a scoutmaster was paid at the inquiry yesterday into the tragic fire at No. 188 Shanghai Street, Yau-mat, on the evening of January 9 when four lives were lost. The inquiry was held at the Kowloon Magistracy yesterday afternoon, with Mr. Fraser, sitting as Coroner. The victims of the blaze were a woman Kwong Ting-shu (38), Kwong Tin (10), Kwong Ngau-chau (4), and a female infant aged ten days.

The jury empanelled consisted of Messrs. S. Bruggen Bate (foreman), V. Ribeiro and Fung Chik-man.

Station-Officer Smith gave evidence of receiving a call to a fire at 188 Shanghai Street at about 8.30 p.m. on Saturday, January 9. On the arrival of the Brigade, the fire had already obtained a firm hold on the premises. The stair-cases of the burning building were made of wood and they had caught alight, thus cutting off the only means of escape. With improvised ladders and from adjoining houses, the Brigade was able to rescue many people who were trapped in the premises.

Accident With Cigarette.

Lai Mui, living on the ground floor of No. 188, which was a cotton quilt shop, stated that she was working on the cotton that evening. In lighting a cigarette, she accidentally set fire to the cotton, which burned up so quickly that before she and the other inmates of the shop could put it out, the stairs had caught fire. The outbreak spread very quickly and very soon the whole house was involved.

Evidence of identification of the bodies was given by Kwong Chuen, the husband and father of the four dead people, who said he was not at home at the time of the fire. He stated he was taken to the Kowloon Mortuary where he saw the bodies of his wife and three children.

At the conclusion of his evidence, the Coroner said, "I want to tell you how sorry we all are for you in this tragic affair."

Dr. Utley testified that at about 10 a.m. on January 10, the bodies of the four dead persons were identified by the previous witness as his wife and three children respectively. All the four had been very badly burned and in his

OPIUM ON SHIP.

MASTER OF DUTCH VESSEL
ACQUITTED.

Malta, Jan. 22. On the ground that raw opium is not included in the schedule of prohibited drugs, the master of the Dutch steamer Hermes has been acquitted in a suit arising from a hundred kilogrammes of opium being found aboard.—Reuter.

opinion, death was caused by suffocation.

Tribute to Scoutmaster. At this point, the Coroner said he did not think further evidence was necessary. He would like, however, to mention the gallant conduct of Mr. Lau Hung-choi, whose work in the fire had been fully reported to him. Mr. Lau, whom he understood was a local Scoutmaster, was very early at the scene of the fire, and had gone up to the burning building where he removed all the combustible material he could find and was instrumental in saving the lives of several people. Mr. Lau tried to get to the four dead people, but eventually found that he could not reach them, and had to leave to the Fire Brigade to extricate the dead bodies.

Addressing Mr. Lau, the Coroner said, "Mr. Lau, I do not propose to call your evidence, but I should like to mention your conduct in connexion with this fire. You have done a great deal not only in preventing the fire from spreading but also in saving the lives of several people. I take great pleasure in commending you."

Accidental Death.

In his summing-up, the Coroner said there was no doubt as to the origin of the fire. The woman living in the ground floor had been smoking and had thrown a match into the cotton which was stocked in the shop. She should not have been smoking at the time, but she could not be held responsible for the deaths of the four people. There was no doubt that death, in all cases, was due to suffocation as a result of the fire. The verdict of manslaughter, he continued, could not enter into the inquiry because there was no direct contact between the woman who caused the fire and the deaths of the people.

The jury, after consideration returned a verdict of "Accidental Death."

The Coroner concurred with the verdict.

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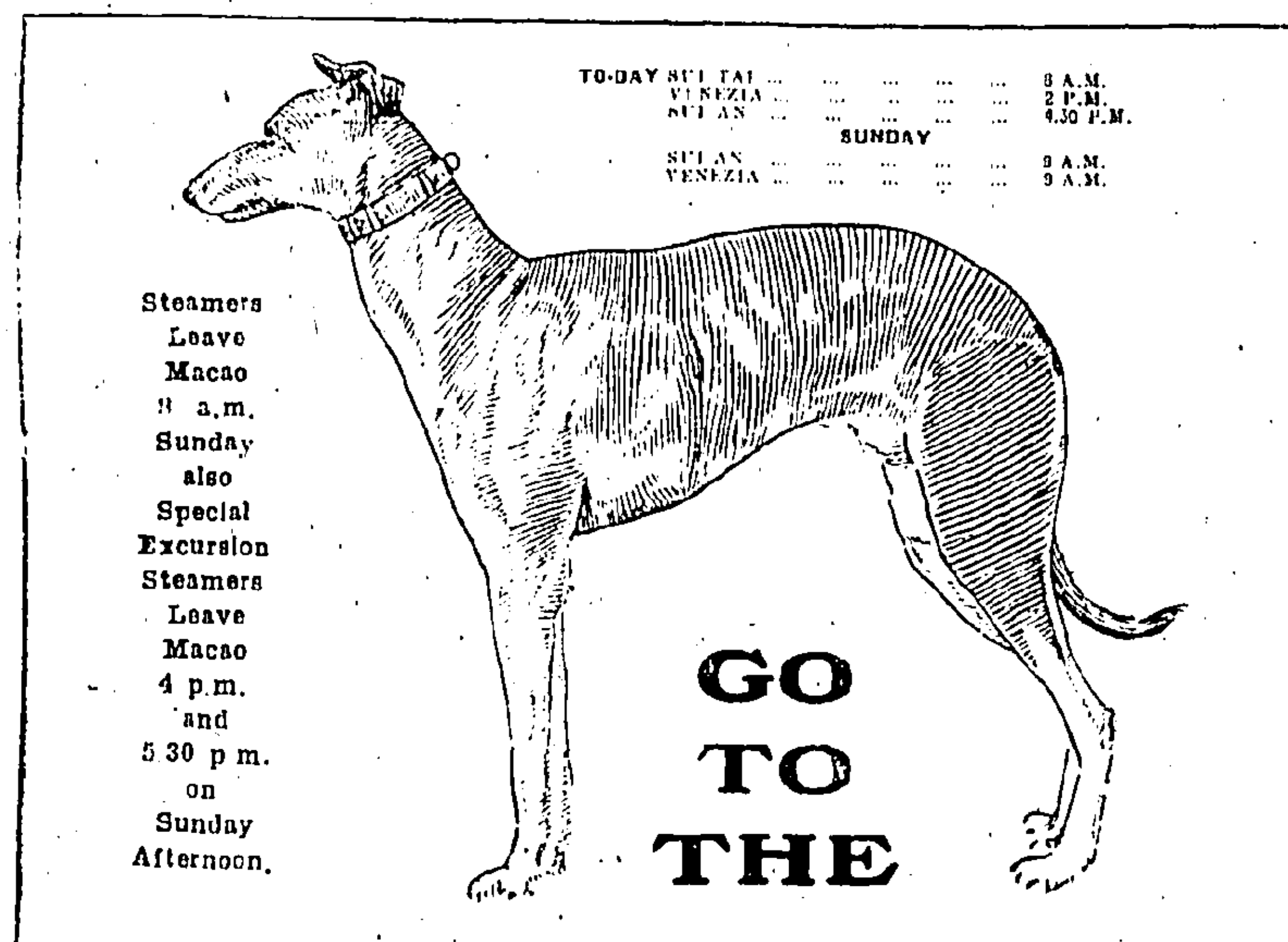
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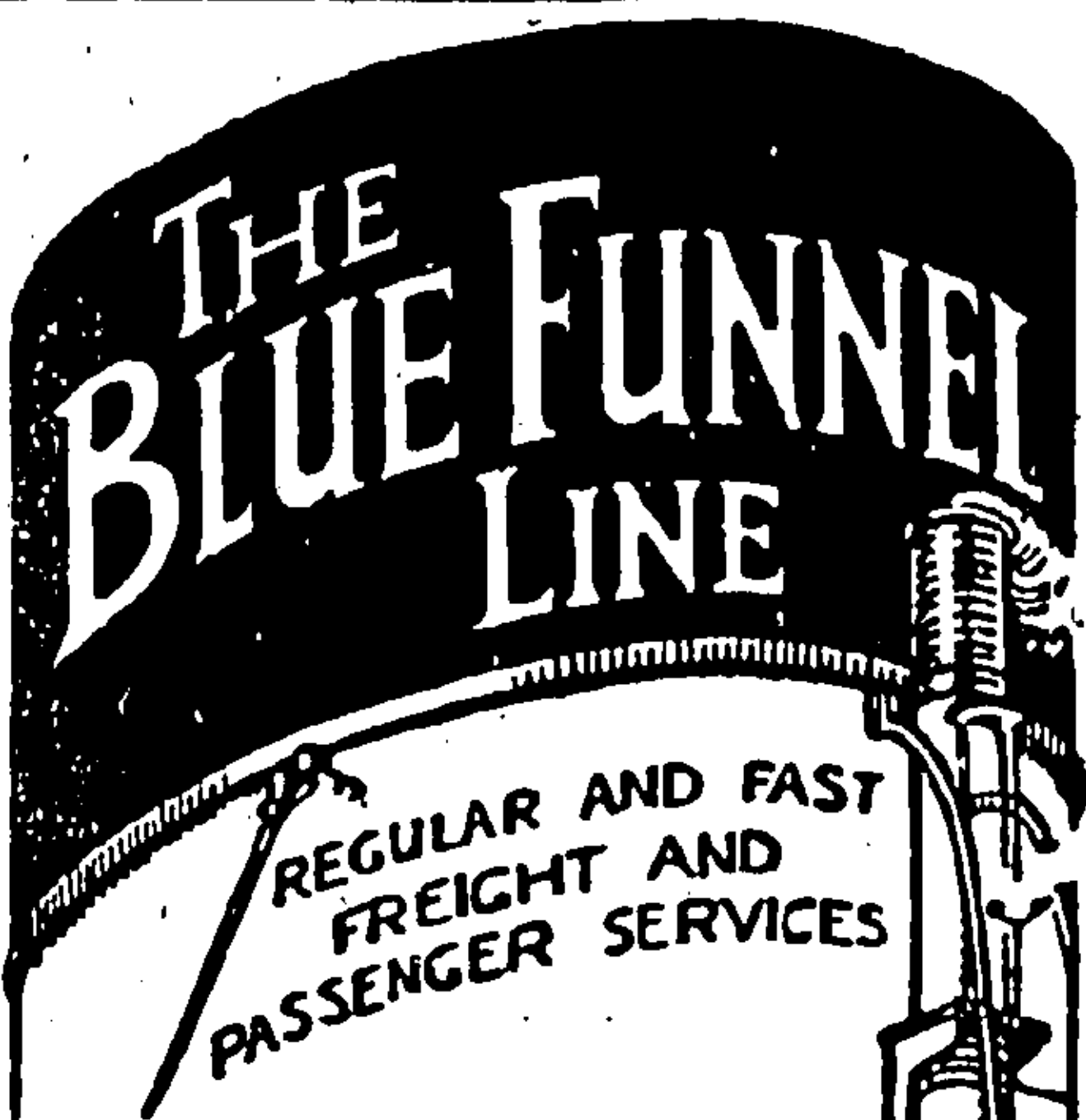
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 Taiyo Maru ... Tuesday, 9th Feb.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.
 Heian Maru ... Tuesday, 16th Feb.
 Hikawa Maru ... Tuesday, 1st Mar.
ONDOON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez.
 Terukuni Maru ... Saturday, 6th Feb.
 Hakusan Maru ... Saturday, 20th Jan.
SYDNEY & MELBOURNE via Manila & Port.
 Kitano Maru ... Saturday, 27th Feb.
 Atsuta Maru ... Saturday, 26th Mar.

MANILA
 Taiyo Maru ... Monday, 1st Feb.
SOMBAI via Singapore, Penang & Colombo.
 Genon Maru ... Friday, 29th Jan.
 Yamagata Maru ... Saturday, 30th Jan.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama.
 Bokuyo Maru ... Sunday, 14th Feb.
NEW YORK, BOSTON via Panama.
 Genos & Marseilles.
 Delagou Maru ... Wednesday, 17th Feb.
CALCUTTA via Singapore, Penang & Rangoon.
 Muroan Maru ... Friday, 29th Jan.
 Malacca Maru ... Monday, 8th Feb.
SHANGHAI, KOBE & YOKOHAMA.
 Bengel Maru (Moji Direct) ... Wednesday, 27th Jan.
 Nagato Maru ... Friday, 29th Jan.
 Kaga Maru ... Sunday, 31st Jan.
 *Cargo only.

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INDO CHINA STEAM NAVIGATION CO., LTD.

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TO TSINGTAO via SWATOW & SHANGHAI	Yatsing Davikon Fosching Hopsang	Sun. 24th Jan at 7 a.m. Wed. 27th Jan at 7 a.m. Sun. 31st Jan at 7 a.m. Wed. 3rd Feb at 7 a.m.
TO SINGAPORE, PENANG & CALCUTTA	Chaksang Hsiansang Hosang Kutsang	Satur. 23rd Jan at noon. Fri. 5th Feb at 3 p.m. Mon. 22nd Feb at 3 p.m. Tues. 1st Mar at 3 p.m.
TO YOKOHAMA via AMOT, KOBE & OSAKA	Hosang	Mon. 1st Feb at 7 a.m.
TO OSAKA via AMOT, SHANGHAI & KOFU	Kumsang	Wed. 17th Feb at 7 a.m.
TO ANDAMAN	Yusang Mausang	Satur. 23rd Jan at 5 p.m. Wed. 3rd Feb at noon.
TO TIENTSIN via SWATOW, SHANGHAI & CHEFOO	Cheongshing Chipsing	Fri. 5th Feb at 7 a.m. Sun. 14th Feb at 7 a.m.

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 Telephone 30311. General Managers

THE SHANGHAI CRISIS.

MORE WARSHIPS BEING SENT.

THREAT TO PRESS.

Tokyo, Jan. 22.
 A number of warships have been despatched to Shanghai and several others have been ordered to be ready to leave at a moment's notice owing to growing uneasiness over the situation.
 The aircraft-carrier Notoro is leaving Port Arthur. The cruiser OI, with a landing party of blue-jackets, four destroyers and one other aircraft-carrier left Kure last night.
 An additional cruiser and twelve destroyers at Sasebo have been ordered to hold themselves in readiness to proceed.
 Measures for the protection of Japanese residents at Shanghai were discussed at to-day's meeting of the Cabinet, which decided to leave the whole matter to the discretion of the Navy Minister.
 Reuter.

Naval Men v. Newspaper.

Shanghai, Jan. 22.
 The sensational development of Japanese policy this afternoon is leading to intense speculation regarding the "suitable measure" the Japanese are proposing to take against the Chinese within the International Settlement.
 Five Japanese naval men called on the offices of the Chinese paper *Min Kuo Jih Pao*, situated at Shuntung Road, in the centre of the Settlement, and prominently demanded an apology for a statement published that the Japanese Marine had assisted the Japanese mob in the recent attempt to destroy a Chinese factory. The editor was ordered to visit the Japanese Marine garrison with a written apology, to publish a full page apology in the paper, punish the staff member responsible for writing the report and give assurances that there would be no repetition of the offence.
 The editor pointed out that other Chinese papers had published a similar report, and a Japanese lieutenant replied that no argument would be allowed, and if satisfaction were not forthcoming before five o'clock to-morrow morning, the Japanese would take suitable measures.
 The editor has appealed to the police for protection, and extra

CONSIGNEES' NOTICES.

THE BEN LINE STEAMERS, LTD.
 From MIDDLESBRO', LONDON and STRAITS.

The Steamship "BENVENUE"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.
 No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th January, 1932, will be subject to rent.
 All claims against the steamer must be presented to the Undersigned on or before the 9th February, 1932, or they will not be recognized.
 All broken, chipped, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th January, 1932, at 10 a.m. by Messrs. Goddard and Douglas.
 To comply with the General Bonded Warehouse Regulations consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.
 No Fire Insurance has been effected. Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO., LTD.
 Agents.
 Hongkong, 19th January, 1932.

constables are now guarding the newspaper office.
 Display of Naval Force.
 According to Japanese press reports, with the vessels now proceeding to Shanghai, ten Japanese warships will be at Shanghai to-morrow, while 23 are at Sasebo ready to leave at a moment's notice.
 The despatch of army units is under consideration, "in case the situation at Shanghai becomes serious."
 Reuter.

Police to Oppose.

Shanghai, Jan. 22.
 A high International Settlement authority stated this evening that the Settlement police will unquestionably oppose any attempt by the Japanese Navy to take independent action within the Settlement limits.
 It is understood that the Municipal Councilors consider any proposed action inside the area under their control must first be referred for their consideration.
 Reuter Morning Post Special.

CONSIGNEES' NOTICE.

SERVICES CONTRACTUELS DES MESSAGRIES MARITIMES.

The Steamship,

"ATHOS II"
 Arrived Hongkong on Wednesday, the 19th January, 1932.
 From MARSEILLES &c. via SAIGON.

Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., whence delivery can be obtained as the goods are landed.

Goods not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be presented to the Undersigned before the Thursday, the 28th January, 1932, or they will not be recognized.

Damaged Packages must be left in the Godowns for examination by the consignees, and the Company's Surveyor Messrs. Goddard and Douglas at 10.00 a.m. on Tuesday, the 26th January, 1932. Consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined by the Company's Surveyors.

No claims will be admitted after the goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

R. OHL, Agent.
 Hongkong, 19th January, 1932.

SOMME MEMORIAL.

PRINCE OF WALES AT THIÉPVAL.

London, Jan. 22.
 The Prince of Wales will, on Monday week, unveil a memorial to the missing at Thiépvall, on the Somme.
 The French President, M. Doumer, will attend the ceremony.
 An imposing arch 140 feet in height and 135 feet in breadth has been erected on the ridge overlooking the Somme river. On it will be an inscription denoting the total number of British and French lives sacrificed during the war, and the names of 73,877 men of the British Empire who fell on the Somme.—British Wireles.

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Emp. of America	Feb. 21	Feb. 23	Feb. 24	Feb. 26	Feb. 27	Mar. 6
Emp. of Russia	Mar. 4	Mar. 7	Mar. 8	Mar. 10	Mar. 12	Mar. 21
Emp. of Japan	Mar. 15	Mar. 18	Mar. 19	Mar. 21	Mar. 22	Mar. 31
Emp. of Asia	Mar. 25	Mar. 28	Mar. 29	Mar. 31	Apr. 2	Apr. 11
Emp. of Canada	Apr. 8	Apr. 11	Apr. 12	Apr. 14	Apr. 15	Apr. 24
Emp. of Russia	Apr. 22	Apr. 25	Apr. 26	Apr. 28	Apr. 29	May 8
Emp. of Japan	May 6	May 9	May 10	May 12	May 13	May 22

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Pros. V. Buren Sun. Feb. 7, 8 a.m.

Pros. Garfield Sun. Feb. 21, 8 a.m.

Pros. Folk ... Sun. Mar. 6, 8 a.m.

Pros. Adams Sun. Mar. 20, 8 a.m.

Pros. Harrison ... Apr. 3, 8 a.m.

To Manila

Pros. Monroe ... Jan. 24, 8 a.m.

Pros. McKinlay ... Jan. 26, 6 p.m.

Pros. Madison ... Jan. 30, 6 p.m.

Pros. V. Buren ... Feb. 7, 8 a.m.

Pros. Grant ... Feb. 9, 6 p.m.

Pros. Cleveland ... Feb. 15, 6 p.m.

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Left, three performing elephants, a feature of Harman's Circus which is giving its opening show on the area next to the Peninsula Hotel, Kowloon, on Monday. Photo on right shows J. Williams, the bounding jockey of the show.

CHINA CUSTOMS REVENUE.

BIG ADVANCE AT MOST STATIONS

Shanghai, Jan. 22.
The Maritime Customs revenue for last year, consisting of import duties, export and inter-port duties and tonnage dues, totalled 246,061,000 Haikuan taels, compared with 180,570,000 in 1930. Increases were registered as follows:

Harbin, 1,193,000
Dairen, 112,000
Newchuan, 236,000
Tientsin, 10,115,000
Kiaochow, 2,258,000
Hankow, 2,063,000
Shanghai, 27,892,000
Amoy, 767,000
Swatow, 186,000
Canton, 1,382,000
Kowloon, 4,078,000.
The only decrease was Antung, 452,000.

The native customs collections until May 31, the date when these establishments were closed by the Government, amounted to 2,250,000 Haikuan taels.

Flood relief surtax, enforced on December 1, amounted to 1,925,000 taels.

All foreign loan and indemnity obligations secured on the Customs revenue, including the service of the Reorganization Loan of 1913, were met in full. They cost 119,813,000 Shanghai taels, or 28,338,660 more than in 1930.

The service (both interest and redemption) of all domestic loans and Treasury notes secured on the cancelled indemnities and on additional duty, have been met or provided for in full.—*Reuter.*

GEMS OF PERIL.

Continued from Page 4.

"Don't worry. He'll come around all right! Everything will come out fine, see if it doesn't!" She kissed him lightly on the cheek and was relieved to see his eyes twinkle at her mischievousness.

"He certainly slammed you around proper, didn't he, miss?" he teased.

There was an unaccustomed flash in the grey eyes. "I'll make him eat those words some day."

"But look here," he turned serious suddenly, "you oughtn't to take a chance wearing that necklace up there, Mary! It worries me."

"But I like it!" Mary pleaded. "Then I'll take it off. Dates or you can take it away and lock it up again, if you like. He thinks I've got it out of the safe, but he isn't sure. If he shows up to-night at all, this will make him try for it now. I don't want to wait any longer, either—I want to know quickly. And then as soon as the police take him, I want to get back to New York."

"That so?" Jupiter seemed surprised. "Now I kinda counted on your going on a little fishing trip soon as this is over—kinda made up my mind I'd like to try for some taracuda down around Dry Tortugas—"

Mary said tremulously, "I'm afraid I've lost my fish and I must go back and get him!" Suddenly she was crying, to her intense mortification.

"Hot!" Jupiter scolded, patting her shoulder. "He'll come running the minute he sees you. Don't you worry."

"Say!" Henry Bates demanded, gravely. "When do we eat?" They all went out to the elevator together. There was the sound of a telephone ringing, and after listening a minute they decided that it came from Mary's room.

Bates frowned at the delay and rolled impatient eyes to the ceiling to indicate the state of his appetite. At first the voice over the wire appeared to be no one Mary recognized. She was about to hang up, thinking someone had called the room by mistake. It was a girl's voice, and she appeared to be pleasantly excited about something.

"It's the mail clerk, Miss Harkness!"

"Oh," Mary said, "of course. Stupid of me. You've a letter for me, is that it?"

"Not a letter, Miss Harkness, but I wanted to tell you—you've been so anxious for a letter from Mr. Bates—that he's here, now."

"Here? Where?"

"Here in Miami. At the Blackstone. I think. But just look at to-night's paper, under 'New Arrivals,' and you'll see it. I have to read it every day, you know, to know who's stopping at the other hotels, in case the wrong letters come here, you see—"

"Thank you! Thank you!"

"I thought you'd want to know!"

In a perfect daze of happiness, Mary hung up the receiver.

Dirk was here! Dirk had come! He hadn't written, he had come himself!

SEQUEL TO LOAN TO A SALESMAN.

PLAINTIFF SUCCEEDS IN A COURT ACTION.

Judgment for the plaintiff with costs on a claim for bean cakes sold and delivered, was given by the Puisne Judge (Mr. Justice Lindesay) in the Summary Court yesterday.

Plaintiff was the Yuen Yuen Firm, No. 41, Tung Chau Street, Shamshing, Kowloon, the defendants being the Hang Sang Loong Kee Firm, Chan Hok-kam and Chu Shuk-chai, all of No. 128, Connaught Road West.

His Lordship found in favour of plaintiff for \$420.62 with costs. Mr. F. C. E. Randall was for plaintiff and Mr. H. L. Dennis defended.

CHIANG & WANG IN NANKING.

CHANG REFUSES OPINION.

Nanking, Jan. 22.
It transpires that no conference was held at the Memorial park this morning, owing to the non-arrival of Chiang Kai-shek, who was due to attend.

Chiang arrived at Nanking from Tongshan at 3 p.m. and proceeded to the headquarters of the officers of the Moral Endeavour Association, where he awaited the return of Wang Ching-wei, who had gone to see Mr. T. V. Soong.

All the afternoon important personages arrived at the Association for an important conference, which it is expected will be held some time this evening.

Chiang Kai-shek has refused to express any opinions on the political situation.—*Reuter.*

Rayther—that he's here, now."

"Here in Miami. At the Blackstone. I think. But just look at to-night's paper, under 'New Arrivals,' and you'll see it. I have to read it every day, you know, to know who's stopping at the other hotels, in case the wrong letters come here, you see—"

"Thank you! Thank you!"

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Dirk was here! Dirk had come! He hadn't written, he had come himself!

(To be Continued.)

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D'ARTAGNAN... 1st Mar.
ANDRE LEBON... 15th Mar.
FELIX ROUSSEL... 29th Mar.
G. METZINGER... 12th Apr.
SPHINX... 26th Apr.
PORTHOUS... 10th May.

D'ARTAGNAN... 3rd Feb.
ANDRE LEBON... 17th Feb.
FELIX ROUSSEL... 2nd Mar.
G. METZINGER... 16th Mar.
SPHINX... 29th Mar.
PORTHOUS... 12th Apr.
CHENONCEAUX... 26th Apr.
ATHOS II... 10th May.

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Steamship "CARNARVONSHIRE" ... 1st Feb.
Motor Vessel "GLENLUCE" ... 15th Feb.
Steamship "PEMBROKSHIRE" ... 26th Feb.

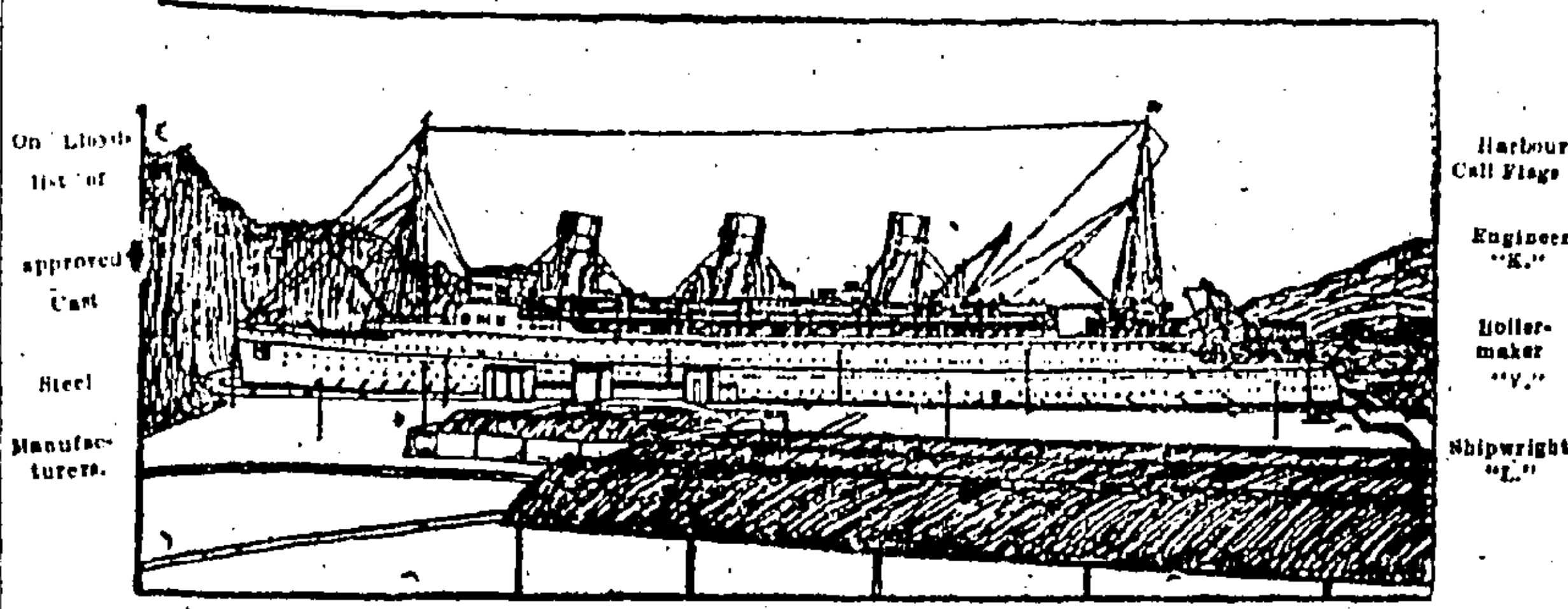
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(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hong- kong about	Destination
CHITRAL	15,400	30 Jan. 1 noon	Bombay, M'les & L'don
ALIPORE	5,300	8th Feb.	Straits, Colombo & B'hai
KASHMIR	9,000	13th Feb.	M'les, L'don, R'dm, awerp & Hull
NALDERA	16,000	27th Feb.	Bombay, M'les & L'don
ISOUDAN	6,800	5th Mar.	M'les, L'don, Havre, H'burg, Rotterdam Antwerp & Hull
CARTHAGE	15,900	12th Mar.	Marseilles & London
RAJPUTANA	17,000	26th Mar.	Marseilles & London
*Cargo only. *Calli Casa Bianca. *Calli Djibouti. *Calli Karachi.			

Frequent connections from Port Said for Passengers and Cargo of Constantinople, Piræus, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS.

*TALMA	10,000	26 Jan. 3 p.m.	S'pore, Penang & Calcutta
TALAMBA	8,000	9th Feb.	S'pore, Penang & Calcutta
*Calli Port Swettenham.			

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

NELLORE	7,000	30 Jan. 11 a.m.	Vanilla, Rabaul
TAND	7,000	4th Mar.	Brisbane, Sydney
NANKIN	7,000	2nd Apr.	and Melbourne

Regular Monthly Sailings from Hongkong to Shanghai and Japan and Hongkong to Australia.

Hong-Kong to Sydney—10 days.

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The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN.

IKALYAN	9,100	23rd Jan. 5 p.m.	S'hai, Kobe & Yoko
ISOUDAN	6,800	26th Jan.	S'hai, Kobe & Yoko
NALDERA	16,000	29th Jan.	S'hai, Kobe & Yoko
SIRDHANA	8,000	29th Jan.	Amoy, S'hai, Moji, Kobe & Osaka
TAKADA	7,000	5th Feb.	Amoy, Moji, Kobe & Osaka
TANDA	7,000	5th Feb.	S'hai, Moji, Kobe, Osaka & Yoko
IKIDDERPORE	5,300	10th Feb.	S'hai, Moji & Kobe
TILAWA	10,000	12th Feb.	Amoy, S'hai, Moji, Kobe & Osaka
CARTHAGE	15,000	12th Feb.	S'hai, Kobe & Yoko
IBURDWAN	6,600	21st Feb.	S'hai, Kobe & Yoko
RAJPUTANA	17,000	26th Feb.	S'hai, Kobe & Yoko
SANTHIA	8,000	26th Feb.	Amoy, Moji, Kobe & Yoko
*Cargo only.			

All dates are approximate and subject to alteration without notice.

Passes Measuring not more than 5 c.ft. will be received at the Co.'s Office up to noon on the day previous to sailing.

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